4

SITE AND BUILDING DESIGN

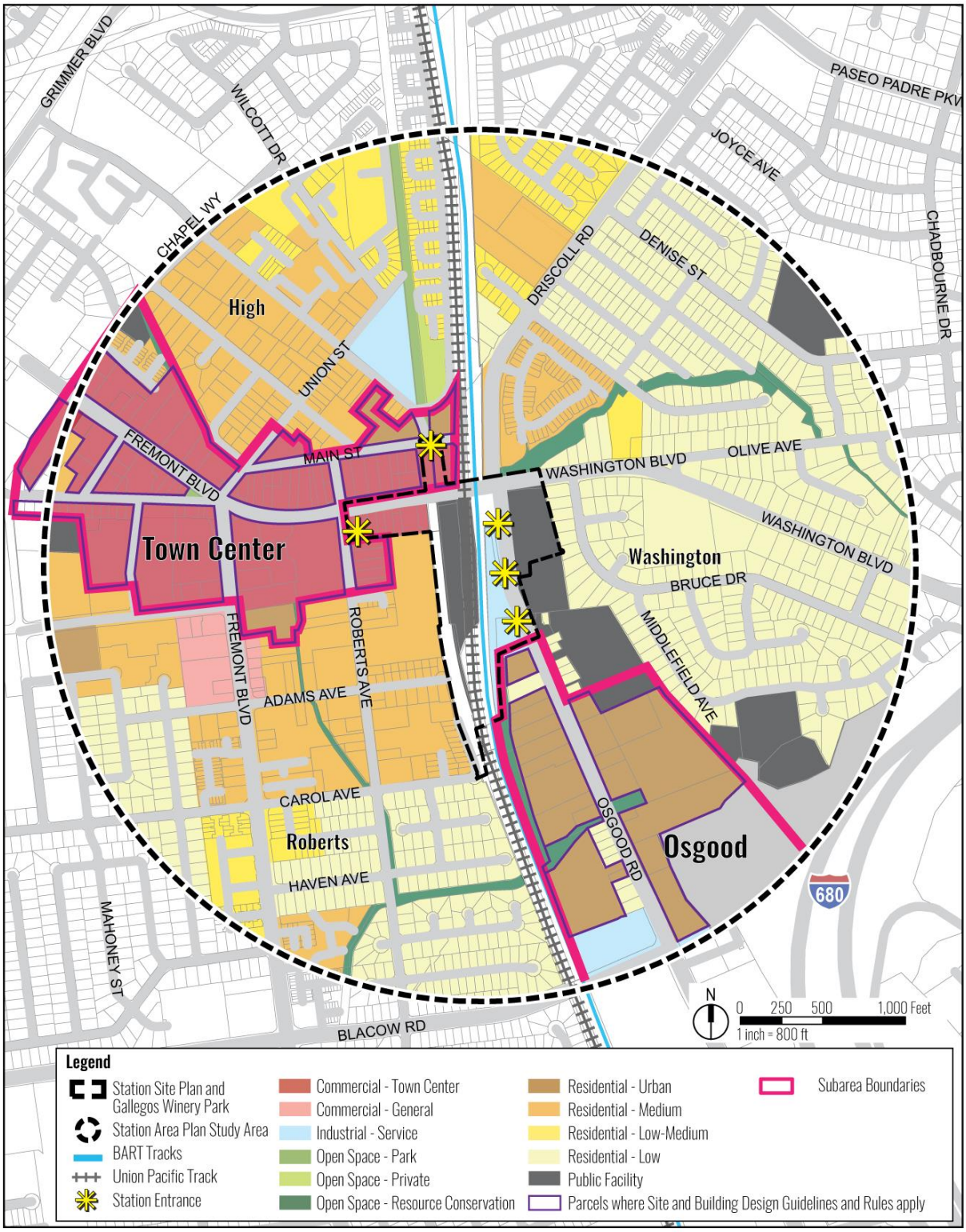
This chapter provides guidance to encourage high-quality building and site design and cohesive transit-oriented development (TOD) in the Plan Area that activates the street level, enhances the public realm, and encourages functional urban form, while preserving the "distinct identity for Irvington that reflects its history and cultural diversity."

This photo shows existing buildings on Main and High Streets near a BART entrance. This is a representative range and scale of future development that is anticipated in the Plan Area.

4.1 PURPOSE AND APPLICABILITY

Future TOD within the Plan Area will be concentrated in the Town Center and Osgood Subareas, and will consist primarily of vertical mixed-use, horizontal mixed-use, commercial, and urban density residential (30+ unit per acre) buildings. The design rules and guidelines in this chapter have been developed to specifically address TOD within the Town Center and Osgood subareas on properties designated Commercial-Town Center or Urban Density Residential in the General Plan. See Figure 4-1 for applicable areas. All other types of development (e.g., single-family homes, multifamily residential developments less than 30 units per acre, industrial buildings, and public facilities) are not subject to the design rules and guidelines in this chapter. They may, however, be subject to other adopted design guidelines, including the Multifamily Design Guidelines, Citywide Design Guidelines, and Small-Lot Single-Family Residential Design Guidelines. The City's zoning regulations are applicable within the Plan Area.

Figure 4-1 Applicable Parcels for Site and Building Design Guidelines and Rules in the Irvington Station Area



However, where there is a conflict between the zoning regulations and this chapter, this chapter shall prevail. The Irvington Design Guidelines (2012) will be replaced by the design rules and guidelines presented in this chapter. See Appendix A for more information on other relevant regulations.

4.2 TOD BUILDING TYPES

As mentioned above, future TOD within the Plan Area will consist primarily of vertical mixed-use, and horizontal mixed-use development within the Town Center Subarea, and Urban Density Residential development within the Osgood Subarea. This section discusses the characteristics of these types of development.

URBAN RESIDENTIAL

Urban Residential development refers to multifamily residential developments, greater than 30 dwelling units per acre, designed to support nearby transit use and pedestrian activity. Urban Residential developments typically consist of multistory buildings that include podium parking (often wrapped with residential units) and a variety of shared amenities. The principle design challenge for Urban Residential buildings is determining how to fit the density of programming on the site in a way that is logical and efficient, but also provide high-quality environments for prospective tenants, buyers, and residents. Access to parking, housing, and amenities all compete for space within the building. Urban Residential projects should be designed to balance all of these design elements while creating the best possible experience for residents and visitors.

Example of an Urban Residential building

Examples of Urban Residential housing between 30-70 units per net acre

30 units per net acre
3-4 stories with a parking podium

50 units per net acre
3-5 stories with a parking structure

70 units per net acre
4-5 stories with a parking structure

VERTICAL MIXED-USE

The predominant mixed-use building form is vertical mixed-use, which consists of ground-floor storefronts with residential units or offices located above. Active ground-floor uses should also be included where parking garages front on a street. The ground floor of vertical mixed-use buildings in the Irvington Town Center will support a vibrant pedestrian-oriented commercial environment that connects the historic heart of Irvington (Five Corners) to the Irvington BART Station. Upper stories will provide housing or offices to support transit use and contribute to pedestrian activity in the area. Successful mixed-use projects must be retail driven, rather than residential driven, in design approach to ensure that commercial spaces will be successfully leased and occupied. Early consultation with retailers and leasing agents is recommended as part of the design process. The sensitive integration of old existing buildings is also important where applicable, in accordance with the City's Historic Resources Ordinance (FMC Chapter 18.275).

The ground floor of vertical mixed-use buildings can include retail, an active use, to support street life in the public realm. The retail shown here lines the base of a parking structure.

This vertical mixed-use residential building includes ground floor retail. The building corner is articulated with a lower, rounded volume and entrances that are easy to identify.

The massing of this vertical mixed-use building includes a tower feature on the corner. Its design distinguishes the ground floor of the building from the upper floors. Depth is added to the façade by setting back the top floor and recessing windows.

Taller buildings that form a street edge with active ground floor uses are envisioned along major streets, such as Washington Boulevard, Fremont Boulevard, and Osgood Road.

Vertical mixed-use buildings are often larger buildings. Careful building modulation and detailing can break down massing to an appropriate scale. Visual interest on façades typically utilize three-dimensional detailing with cornices, window moldings, balconies, awnings, and reveals to cast shadows and provide more articulation to the building mass.

The appearance of larger buildings can be modified by using different façade materials, window rhythm, and roof lines to divide the building into different segments as seen from the street.

Office buildings with ground floor retail are also allowed in the Town Center Area.

Irvington has a rich history, and the architectural transition between an old and new building should be sensitively considered in design.

Breaks in the streetwall can be used for small plazas lined with ground floor retail.

HORIZONTAL MIXED-USE

Mixed-use development can also be designed in a horizontal layout for larger parcels. Housing, retail, and office uses can be located on the same site or block, side-by-side in a mixed configuration. Some buildings can still include a mix of uses, for example ground-floor retail, if the building is located along a street with pedestrian activity that can support retail. Horizontal mixed-use projects may take advantage of shared parking resources and a coordinated approach to the private streetscape and pedestrian connections in shaping the public realm. Horizontal mixed-use projects, like all projects, need to take into account the surrounding context and neighbors and design to enhance the Plan Area as a whole.

Horizontal mixed-use projects can take advantage of shared parking resources because sites are typically larger and uses may have different parking needs at different times of the day.

Retail and housing are mixed on this large site in a horizontal configuration.

Example of a single-use retail building with a ground floor design that contributes to an active street edge.

Development of horizontally mixed uses on smaller sites requires creative use of shared parking resources. This example shows inviting pedestrian connections to the retail street that integrates the mix of uses.

Restaurant with outdoor seating

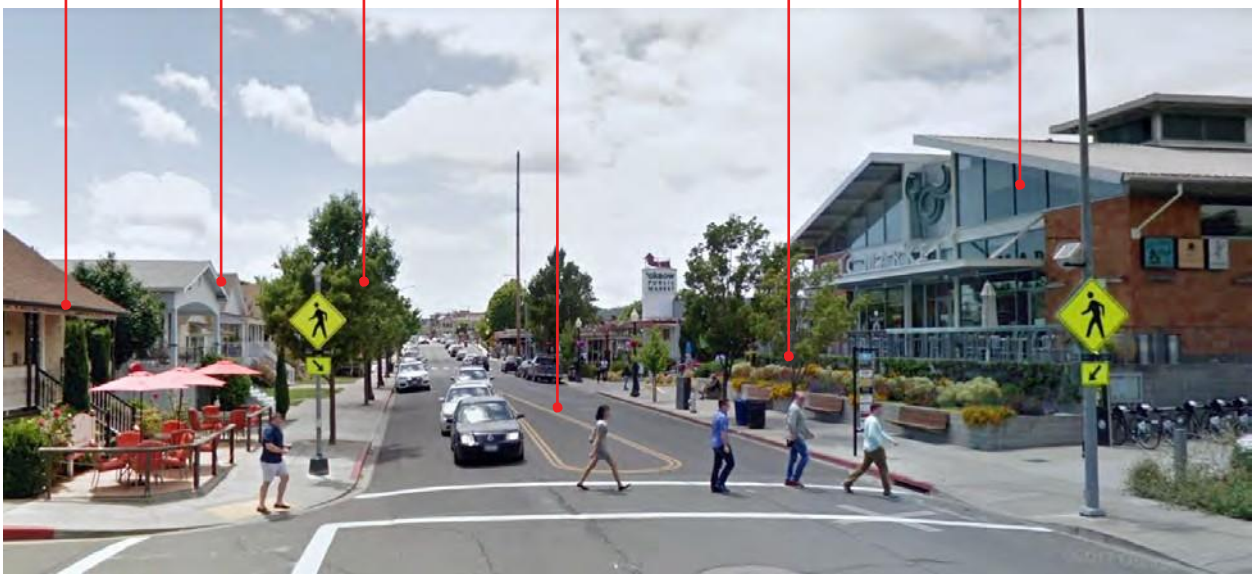
Single family housing

Uniform street trees

Narrow street is easy for pedestrians to cross

Landscaping with seating along the sidewalk and building setback

Architectural design of this building integrates well with different scale of surrounding buildings



Horizontal mix of uses and buildings of different size and heights can add variety to an area.

4.3 DESIGN RULES AND GUIDELINES

Section 4.3 is organized by the following spaces or building types:

1. **Plan Area Public Realm**
2. **Urban Residential**
3. **Mixed-Use**

This section consists of "design rules" and "design guidelines." "Design Rules" are mandatory requirements that must be satisfied in new development unless the approving authority finds that the intent of the design rule is met by alternative means. "Design Guidelines" are not mandatory requirements, but provide a defined framework of the design principles that supplement the mandatory design rules. The approving authority should evaluate overall consistency with design guidelines as well as strict compliance with design rules.

Design terminology utilized in this chapter is explained in the glossary at the end of this chapter.

1. PLAN AREA PUBLIC REALM

The Area Plan envisions enhanced connections to the Irvington BART Station with safe, active, and attractive street edges. The public realm at the street level is the space that everyone experiences when walking through the area. The streets in the Plan Area are intended to have wide sidewalks, sidewalk amenities, public spaces, and on-street parking to maximize places for people to interact. The success of a pedestrian-friendly street is measured by how well it supports street life.

The public streetscape includes sidewalks, plazas, and entry thresholds that are publicly accessible. Both publicly- and privately-held lands contribute to the public realm. The design of a property needs to be logically tied to its neighbors and to the public realm to improve the experience of walking.

Figure 4-2 shows potential elements of the public realm as part of new development along Osgood Road, on both publicly- and privately-owned lands, and calls out some of the Rules and Guidelines that apply.

Figure 4-2 Public Realm Elements on Osgood Road

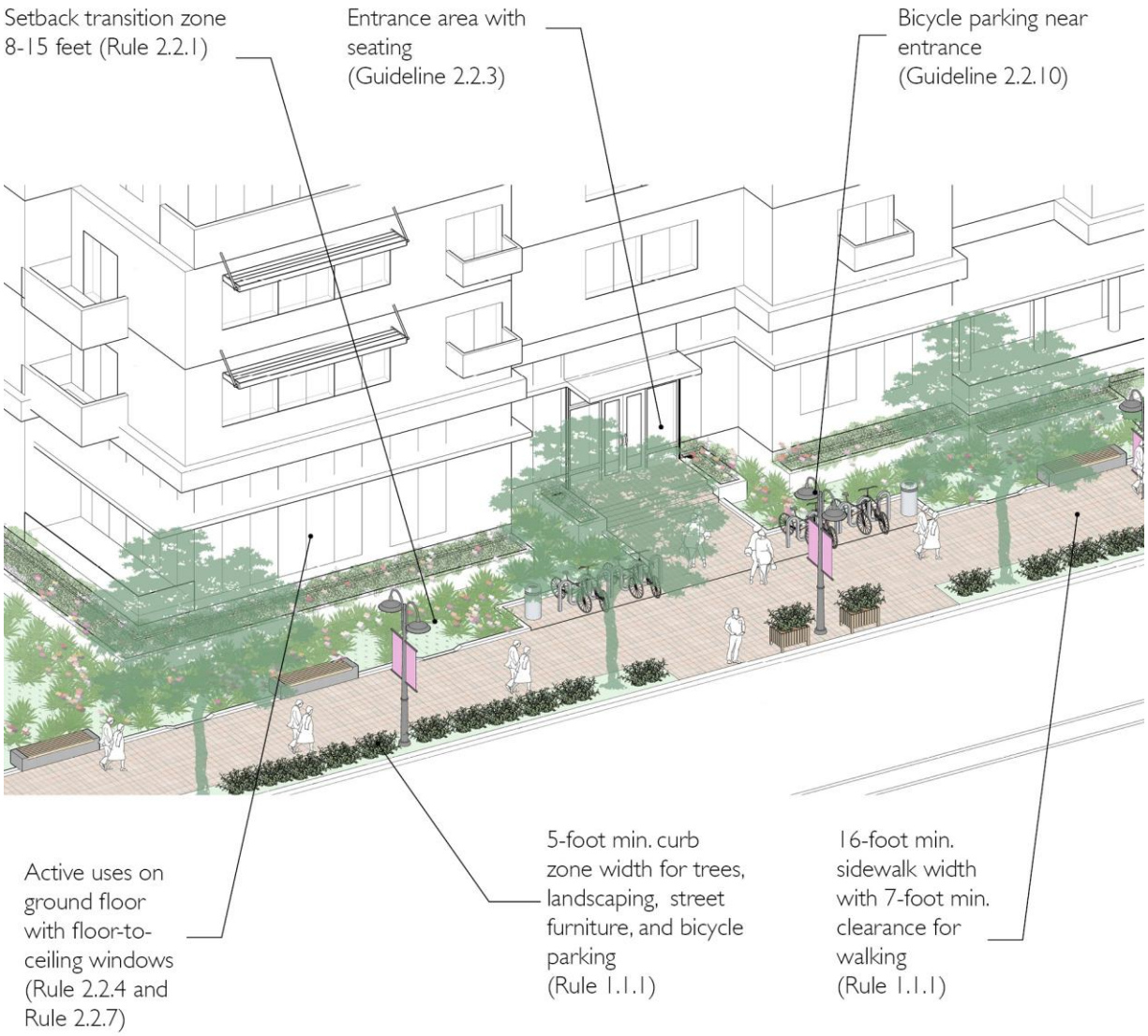


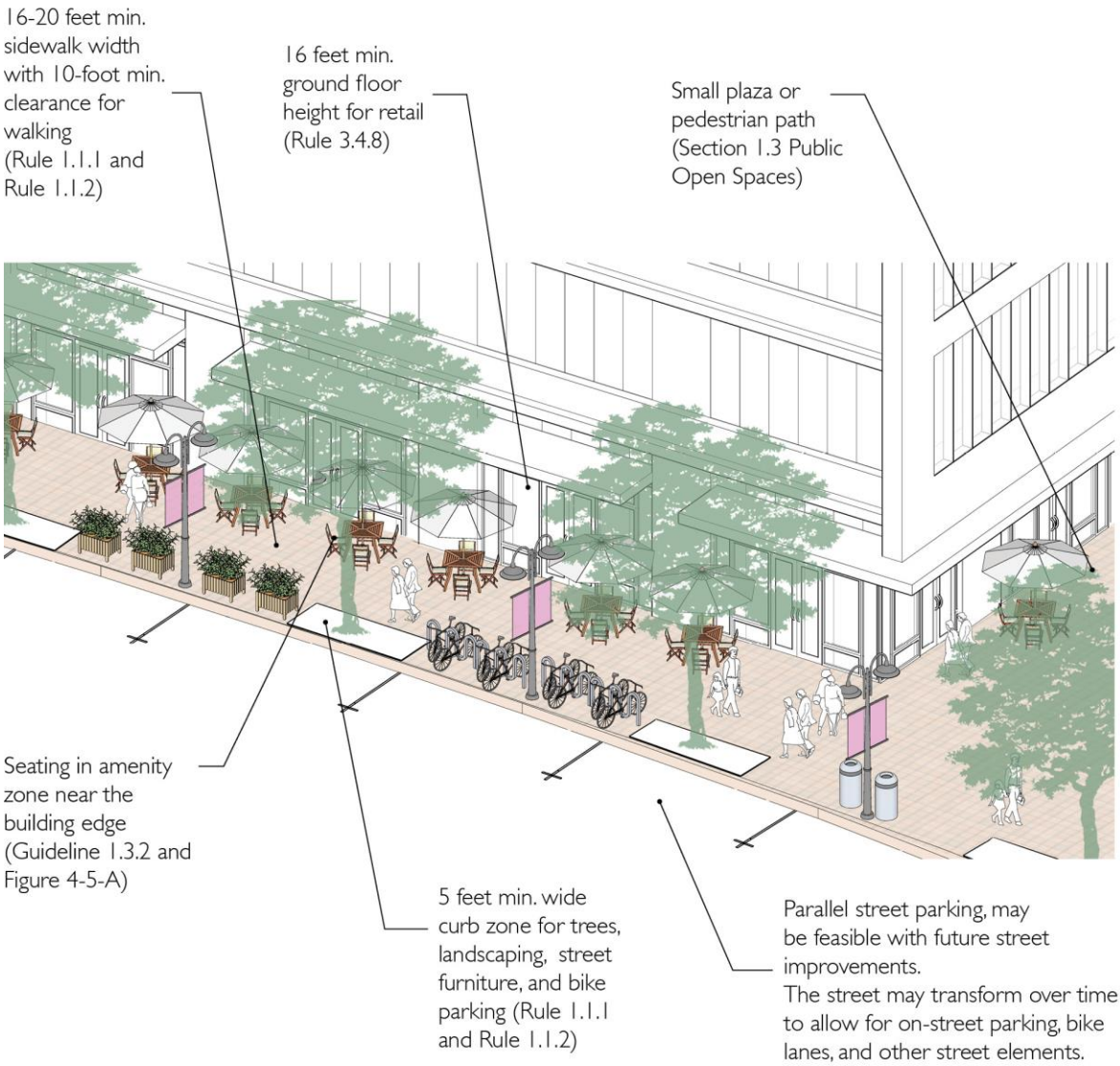
Figure 4-3 shows potential elements that can be added with new development along Washington Boulevard and calls out some of the Rules and Guidelines that apply. The public realm also includes the façade of buildings, but is addressed in greater detail in the Urban Residential and Mixed-Use sections of this chapter.

The Plan Area Public Realm includes Rules and Guidelines for:

- Street amenities
- Plazas, outdoor seating, and public open spaces at the sidewalk, and
- Utility infrastructure screening

The streets in the Plan Area have different widths, functions, and character. For example, Washington and Fremont Boulevards, as well as Osgood Road are major multi-lane roads, while other streets such as Main and Union Streets are narrower with only two lanes. All streets in the area are intended to become more pedestrian-friendly in the future.

Figure 4-3 Public Realm Elements Along Washington Boulevard



1.1 Sidewalks

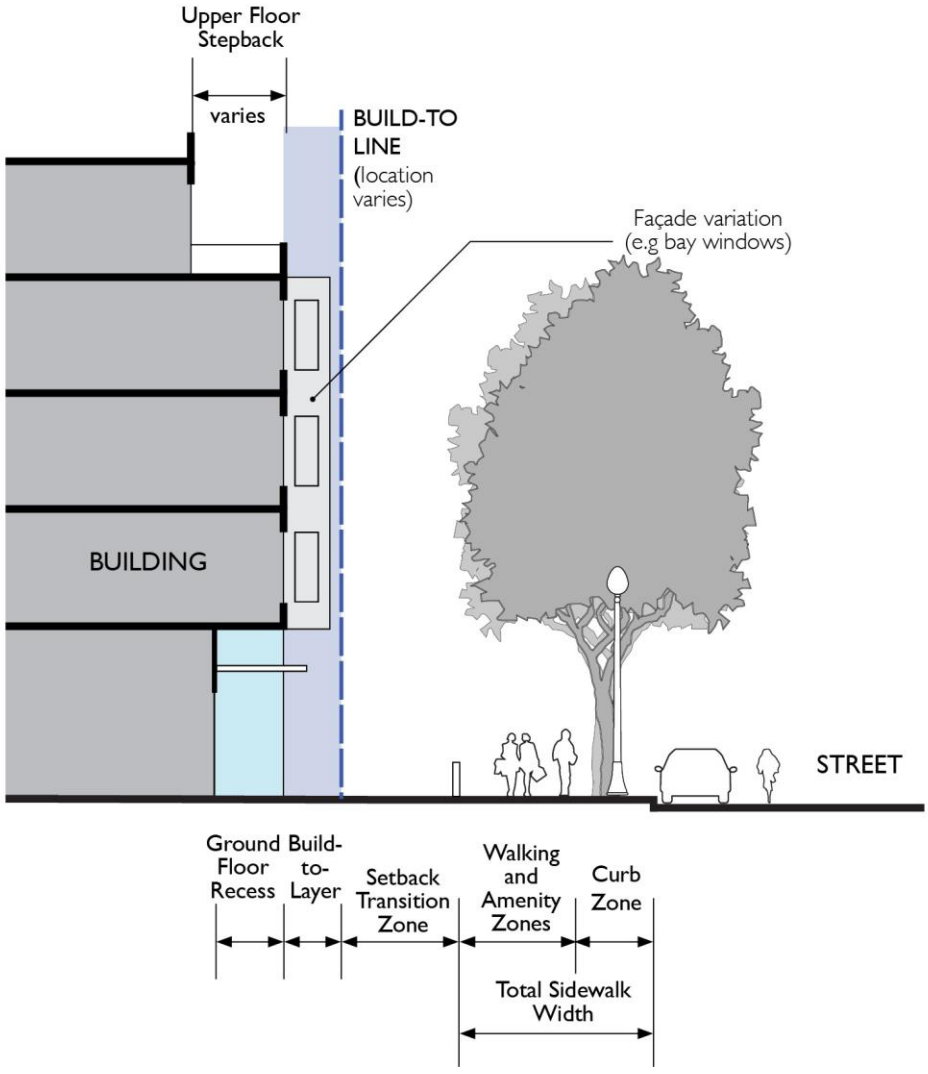
Sidewalks are organized in different zones, as shown in Figure 4-4 and Figure 4-5. The entire sidewalk width includes:

- The **curb zone** is an area of the sidewalk adjacent to the street, reserved for street trees, with or without tree grates, landscaping, bike racks, pedestrian-scaled lights, signs, and street furniture.
- The **walking zone** is an area of sidewalk reserved for unobstructed pedestrian travel.
- The **amenity zone** is the remainder of the sidewalk width, and may include outdoor seating, dining areas, street furniture, landscape planters, or other public amenities to enhance the pedestrian environment.

Depending on conditions, the public sidewalk may extend into private property to meet the required minimum sidewalk width.

The setback transition zone is located on private property between the inside sidewalk edge and the building façade and used for landscaping, stoops, seating, bicycle parking, and other features associated with the building. The purpose of the setback transition zone is to create more privacy for ground-floor uses and more variety along the street frontage (also see glossary).

Figure 4-4 Sidewalk Zone Definitions



- **Rule 1.1.1.** On Fremont Boulevard, Osgood Road, and the north side of Washington Boulevard, the sidewalk width shall be a minimum of 16 feet, including a minimum five-foot wide curb zone. A minimum ten-foot wide walking zone shall be provided on Washington and Fremont Boulevards, and a minimum of seven-foot wide walking zone shall be provided on Osgood Road.
- **Rule 1.1.2.** On the south side of Washington Boulevard, the sidewalk width shall be a minimum of 20 feet, including a minimum five-foot wide curb zone and a minimum ten-foot wide walking zone.
- **Rule 1.1.3.** On Main Street, Union Street, and Roberts Avenue, the sidewalk width shall be a minimum of 12 feet, including a minimum five-foot wide curb zone and a minimum seven-foot wide walking zone.

Figure 4-5a Sidewalk Zones in the Town Center

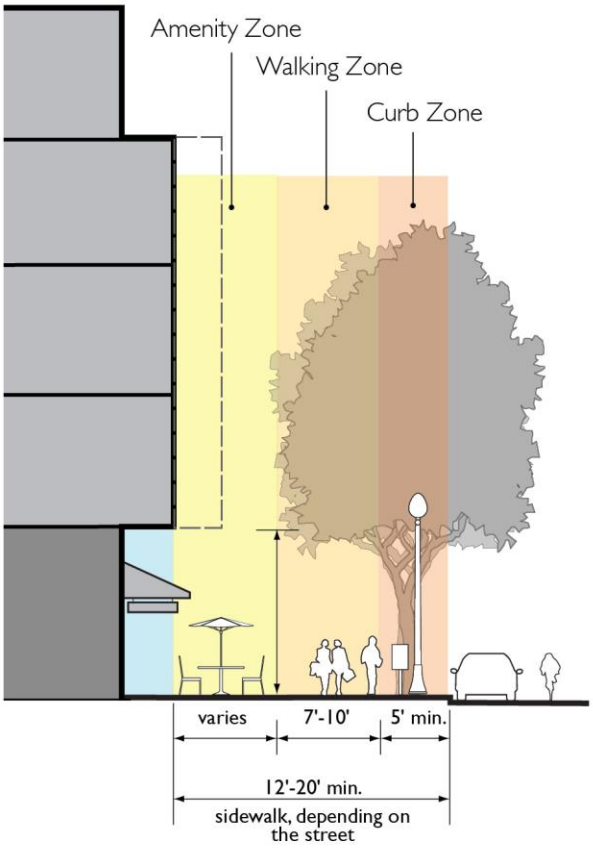
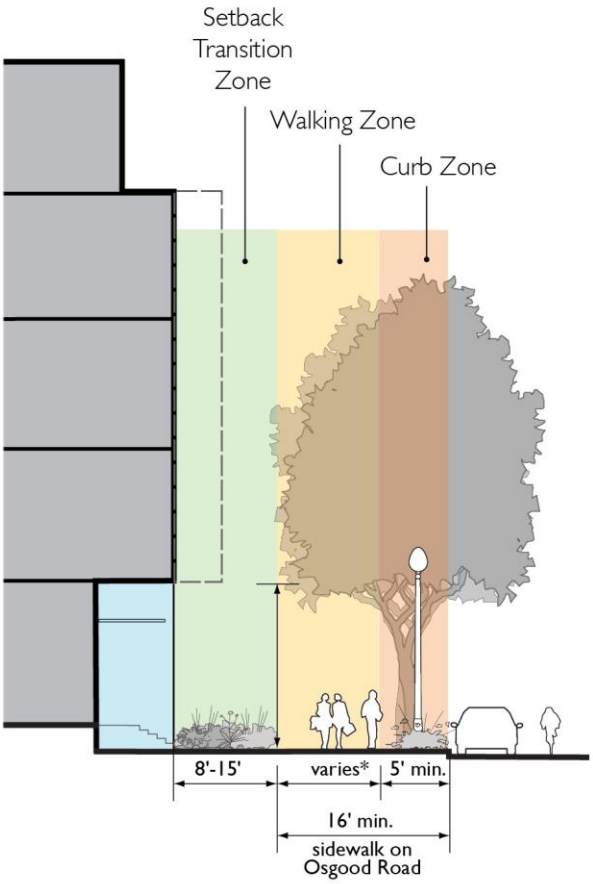


Figure 4-5b Sidewalk Zones on Osgood Road



* includes unobstructed walking zone of 7-foot minimum width

1.2 STREET AMENITIES

Street amenities include bike parking, street trees, landscaping, street lighting, wayfinding, art, and interpretive landmarks.

There are also existing utility boxes, meters, garbage receptacles, fire hydrants, sign poles, and utility poles that need to be considered when placing street amenities.

- **Guideline 1.2.1.** Enliven the experience of walking along the street by providing enough space to accommodate street amenities at regular intervals.
- **Rule 1.2.2.** Street trees are required, and shall be installed in accordance with the planting, spacing and design requirements in the City's Landscape Development Requirements and Policies (LDRP) document.
- **Guideline 1.2.3.** Provide landscaping in the public realm wherever feasible. Planters, including planters integrated with seating, are encouraged to increase the amount of landscaping in the public realm.

Provide enough space to accommodate street amenities at regular intervals.

Provide landscaping in the public realm wherever feasible. Planters integrated with seating are encouraged.

- **Rule 1.2.4.** Stormwater management elements located in the public realm shall be consistent with City requirements and Green Infrastructure Plan goals. More information about the Green Infrastructure Plan can be found in Appendix A.
- **Rule 1.2.5.** Pedestrian-scaled lighting, less than 16 feet in height, shall be provided at regular intervals along sidewalks and pedestrian paths of travel.
- **Guideline 1.2.6.** Bicycle parking may be provided in the public realm throughout the Plan Area. Bicycle parking should be located close to building entrances on the sidewalk or along pedestrian paths.
- **Rule 1.2.7.** Where bicycle racks are provided, they shall be designed and placed in accordance with the City's Bicycle Master Plan.
- **Rule 1.2.8.** Signage and wayfinding shall be provided throughout the Plan Area public realm and shall be consistent in design.
- **Guideline 1.2.9.** Art and interpretive landmarks should be provided in the public realm throughout the Plan Area.

Provide pedestrian-scaled lighting, less than 16 feet in height, at regular intervals.

Bike parking can be accommodated between street parking or on the sidewalk.

Art and interpretive landmarks should be provided in the public realm.

1.3 Public Open Spaces

Creating and using public open spaces appropriately contributes to Irvington's vitality. Public open spaces include plazas, places to sit outdoors, and open spaces.

- **Guideline 1.3.1.** Contribute to a network of outdoor open spaces and plazas throughout the Plan Area, particularly along Washington Boulevard between Five Corners and the BART Station, with places for people to gather or rest by making spaces at the sidewalk edge available to the public realm. Design outdoor public spaces to complement buildings and encourage public gathering.
- **Guideline 1.3.2.** Outdoor seating and dining areas are encouraged in the Town Center. Public open spaces should be open and visible.
- **Guideline 1.3.3.** Pedestrian connections, paseos, and pathways should be provided in logical locations to provide more pedestrian circulation options and encourage walking.
- **Rule 1.3.4**. Semi-private courtyards and plazas are permitted along sidewalks.
- **Guideline 1.3.5.** Plazas and public open space areas should be designed to be flexible to accommodate a variety of uses and events.
- **Rule 1.3.6.** On the block of Washington-Union-Main-Roberts, a small urban plaza or outdoor dining area shall be provided near the corner of Union Street and Washington Boulevard, integrated with new development.
- **Guideline 1.3.7.** Public spaces can be provided in the street right-of-way in place of an existing parking space. These types of spaces are typically called "parklets." Seating and gathering spaces provided in parklets extends the visible pedestrian realm and establishes public space on both sides of the sidewalk. Seating areas need to be protected from traffic with highly visible barriers and must be approved by the Public Works Department.

Pedestrian mid-block connections provide short cuts on big blocks and can function as public spaces.

Small public spaces, like this one in downtown Pleasanton, can be accommodated in setbacks from the sidewalk. This example uses a 20-foot setback along several storefronts to create a small plaza.

Places for people to sit and gather, musicians to play, artists to sell their crafts, or for pet adoption fairs do not have to be big in order to be successful. In this example, the sidewalk is wide enough for temporary activities that enliven the district.

A small publicly accessible plaza like this shall be incorporated at the corner of Union Street and Washington Boulevard.

Public spaces can be provided in the street right-of-way in place of an existing parking space. These types of spaces are sometimes known as "parklets." The pedestrian realm is extended from the sidewalk and activity is located visibly within the streetscape.

1.4 Utility Infrastructure Screening

- **Rule 1.4.1.** Above ground utility transformers, telecommunications equipment, and large utility devices shall not be located in front of a building facing a public street. All equipment shall be located at the rear of a building, along service streets, integrated architecturally, placed underground, or screened with landscaping.
- **Guideline 1.4.2**. Existing utilities, with enclosures, that cannot be moved should be screened from view or transformed into public art.

Locate utilities at the rear of the building façade and behind fencing. Use vegetation and fencing to hide utilities.

Paint existing utilities that cannot be moved.

2. URBAN RESIDENTIAL

The design rules and guidelines in this section address new Urban Residential development within the Plan Area. The design rules and guidelines in this section also apply to new mixed-use developments when upper stories are utilized for residential purposes.

2.1 Site Layout

- **Guideline 2.1.1.** Parcel consolidation of smaller lots is highly recommended in order to support efficient use of land. In order to achieve residential densities of 30-70 dwelling units per acre, parking should be accommodated in a podium format or underground.
- **Rule 2.1.2.** Stormwater management elements shall be consistent with City requirements and Green Infrastructure Plan goals. More information about the Green Infrastructure Plan is located in Appendix A.
- **Guideline 2.1.3.** On-site driveways, paths, or shared streets for connectivity and efficient access to parking structures should be provided. Designs that accommodate pedestrian connections are encouraged.
- **Guideline 2.1.4.** Orient main building entrances on public streets and design main building entrances to be clearly visible and easily legible in the building form and design of the façade (Figure 4-6).
- **Guideline 2.1.5.** Design for moving trucks and deliveries. Loading spaces near freight elevators should be provided. It is also important for moving activities to take a path that minimizes interruption to other residents.
- **Guideline 2.1.6.** Provide a convenient and separate bicycle entrance and pathway for bicycles to bike storage at the ground floor.
- **Guideline 2.1.7.** Prioritize the placement of indoor shared spaces, such as lobbies, gymnasiums, and community rooms, over ground-floor residential spaces along the street frontage at the ground floor. Provide publicly accessible restrooms near these activities (Figure 4-6).
- **Guideline 2.1.8.** Provide a convenient place for trash to be collected that minimizes visibility at the street edge.
- **Guideline 2.1.9.** Provide a convenient place for visitors to park near the lobby. Parking located within the parking structure is acceptable.
- **Guideline 2.1.10.** Provide a safe and convenient ride-share pick up point on-site.

Figure 4-6 Urban Residential Ground Floor Organization

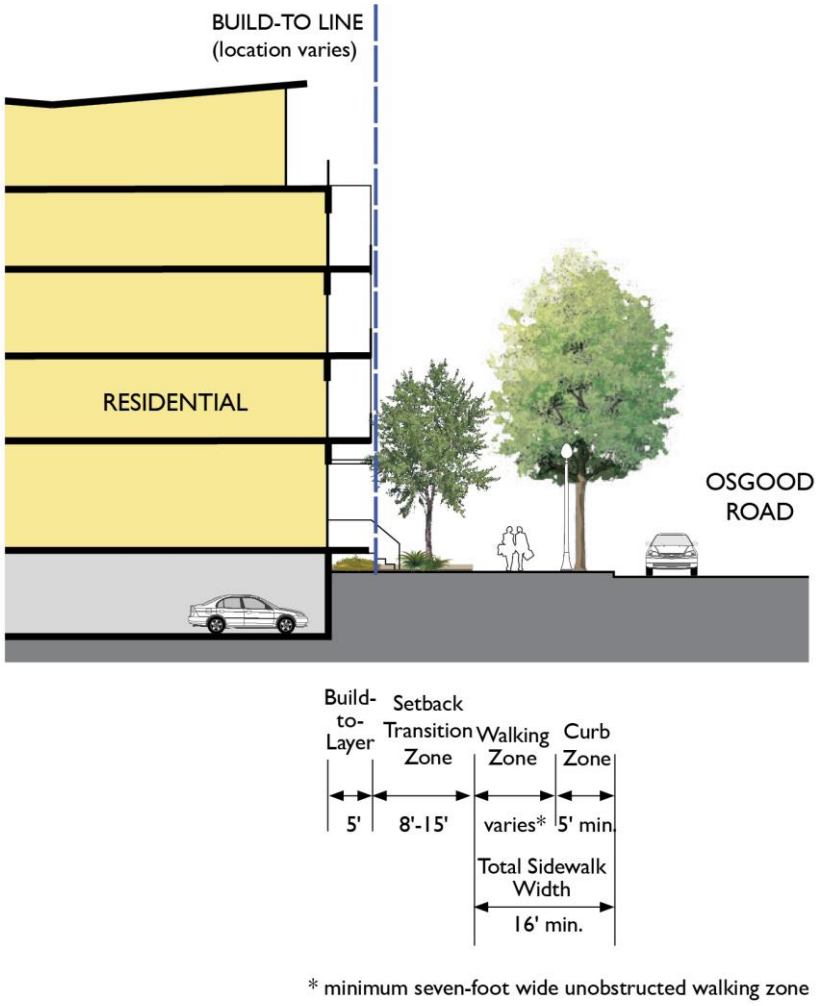
The ground floor is a highly sought after, public-facing space in Urban Residential buildings. It includes open space (in compliance with lot coverage requirements), the front entrance lobby, amenity spaces at the ground floor, vehicle entrances, and is typically where the parking podium or multi-floor parking structure is located. The diagram above shows a conceptual layout for illustration purposes only; there are many other possible layouts.

2.2 Street Frontage

- **Rule 2.2.1.** The setback transition zone for Urban Residential buildings shall be 8 to 15 feet in width, measured from the inside edge of the sidewalk. The width of the setback transition zone can be modified in areas to accommodate entrances, small plazas, seating features, public art, or similar special features (Figure 4-7).

- **Rule 2.2.2.** The build-to-line for Urban Residential buildings is the inside edge of the setback transition zone. The build-to-layer is a five-foot wide zone at the build-to-line within which front façade elements of the bottom four stories of a building shall be located (Figure 4-7).

Figure 4-7: Urban Residential Street Frontage with Transition Zone on Osgood Road



* minimum seven-foot wide unobstructed walking zone

Setback transition zone with seating and bicycle racks near the building entrance.

Setback transition zone around a stoop to a residential unit.

- **Rule 2.2.3.** The setback transition zone between the public and private realm shall be activated with places for social interaction, such as building entrance areas, stoops, walkways, patios, low walls, and seating.
- **Rule 2.2.4.** Ground-floor public street-facing residential units shall be avoided or raised half a level with stoops. Ground-floor units along side streets shall either be raised or include an adequate transition zone in order to provide privacy. Other active uses, such as community rooms, gyms, and other shared amenities, shall be provided along public street frontages.
- **Rule 2.2.5.** Landscaping is required in the setback transition zone.
- **Rule 2.2.6.** A minimum of 50 percent of a building's street-facing façade must be built within the build-to-layer.
- **Rule 2.2.7.** The ground floor shall be articulated with architectural detailing, such as transparent floor-to-ceiling windows, three-dimensional façade elements, awnings, recesses, accent walls, integrated seating, or different colors and materials, to enhance the pedestrian experience.

Example of active building uses on the ground floor with lobby, community rooms, and shared amenities.

Example of an entrance zone that includes features for social interaction, landscaping, art, and low walls for seating.

- **Guideline 2.2.8.** Avoid the creation of uniform planting strips along the entire frontage of a building.
- **Rule 2.2.9.** Low wall, fences or plant materials, no taller than 42 inches, shall be used to provide separation between adjacent public and private open spaces.
- **Guideline 2.2.10.** Bicycle parking should be provided near building entrances, but not in a manner which obstructs entrances or pedestrian paths of travel. Where bicycle racks are provided, they should be designed and placed in accordance with the City's Bicycle Master Plan.

Example of transition zone between the sidewalk and building with stoops and a small front yard.

Residential transition zones can include bioswales.

Indoor and outdoor bike parking near lobbies is convenient and encourages cycling.

2.3 Building Massing and Articulation

- **Guideline 2.3.1.** The massing of long buildings should be broken up by forming a variety of building volumes to read as smaller buildings. Three-dimensional façade elements and varying roof lines can be utilized to make a large building appear to be a collection of smaller buildings.
- **Rule 2.3.2** Building portions from the third floor upwards shall not be longer than 200 feet without a break or significant building articulation.
- **Guideline 2.3.3.** Insets and overhangs should be used to express individual units and programming of a building.
- **Guideline 2.3.4.** Entrances should be expressed with clear and distinct architectural massing for the pedestrian scale. Entrances should be demarcated with accent elements such as moldings, lighting, overhangs, or awnings. Building entries may be recessed into entry bays to create transitional spaces between the street and buildings.
- **Guideline 2.3.5.** Lobbies should be well lit and appear inviting.
- **Guideline 2.3.6**. Building façades facing the BART tracks should receive a similar architectural treatment to street facing façades.
- **Guideline 2.3.7.** Side and rear façades should maintain massing and articulation that is consistent with front façade.
- **Guideline 2.3.8.** The articulation of each façade should follow a legible and logical pattern and reflect the program and uses in the building.
- **Guideline 2.3.9**. Emphasize three-dimensional detailing, such as cornices, window moldings, and reveals, to cast shadows and create visual interest and express different scales of detailing.

Example of well-articulated Urban Residential building along street frontage.

- **Rule 2.3.10.** A variety of high-quality, durable materials and textures shall be used. Examples of high-quality materials include wood, stucco, concrete, structural steel, corten steel, and other metals.
- **Rule 2.3.11.** Cement plaster at the ground level of a front façade is prohibited.
- **Guideline 2.3.12.** Variation should be incorporated into façades through the use of materials and colors, patterns of fenestration, and projected or recessed features such as overhangs, insets, canopies, louvers, balconies, and protruding window frames to add greater dimensional depth of façade elements.
- **Guideline 2.3.13**. Façade treatments should be articulated to break down the building mass. Ideally, treatments are scaled to human activity, expressing the individual unit and reflecting the pattern of use within the building. Use awnings, horizontal break bands, pier and column bases, roof terminations, sills, balconies, cornices, step-backs, and/or overhangs to reduce the scale of buildings.
- **Guideline 2.3.14.** Massing elements and articulation should avoid top heavy proportions.
- **Guideline 2.3.15.** Top floor step-backs are encouraged but not required if a continuous building "envelope" is part of the façade design concept.
- **Guideline 2.3.16.** Include decorative elements such as tile artwork, plaques, decorative glass, and lighting fixtures to provide visual relief to façades.
- **Rule 2.3.17.** Residential floor heights shall be a minimum of nine feet, floor-to-floor.
- **Rule 2.3.18.** All rooftop mechanical equipment shall be sufficiently set back from view from street vantage points or screened from view utilizing materials similar to the principal materials of the building façades (including the use of parapets).

Example of a building that includes different building volumes, higher or lower portions, an interesting façade rhythm, three-dimensional façade elements, color, and varying roof lines to break up massing.

Example of top floor step-back

The expression of individual units using a pattern of overhanging and inset balconies makes the building function appear to be more "legible."




These Urban Residential buildings use articulation with window treatments, balconies, color, and patterns to break down the massing of the building.

AVOID these Design Mistakes for Massing and Articulation of Urban Residential Buildings

***DON'T** separate the activity between the street and the unit with a full story feature. Stoops that transition half a level are more acceptable.*

***DON'T** create flat façades. Provide more depth between design elements. This façade looks flat with this composition. Awnings and paint do not create enough distinction between parts.*

***DON'T** crowd uses onto a site. Design the setback transition zone to be adequately sized for activities. This zone is too narrow and doesn't leave enough room for any significant activity to happen.*

2.4 Signage

- **Rule 2.4.1.** Street address identification and building signage shall be designed to complement the architecture of the building and be clearly legible from the street and sidewalk entry approach.
- **Rule 2.4.2.** Monument signage is prohibited, as it is not appropriate for the pedestrian scale.
- **Rule 2.4.3.** Signs shall not extend above the roof line of a building.

Building signage is integrated into the building design.

DON'T use monument signs.

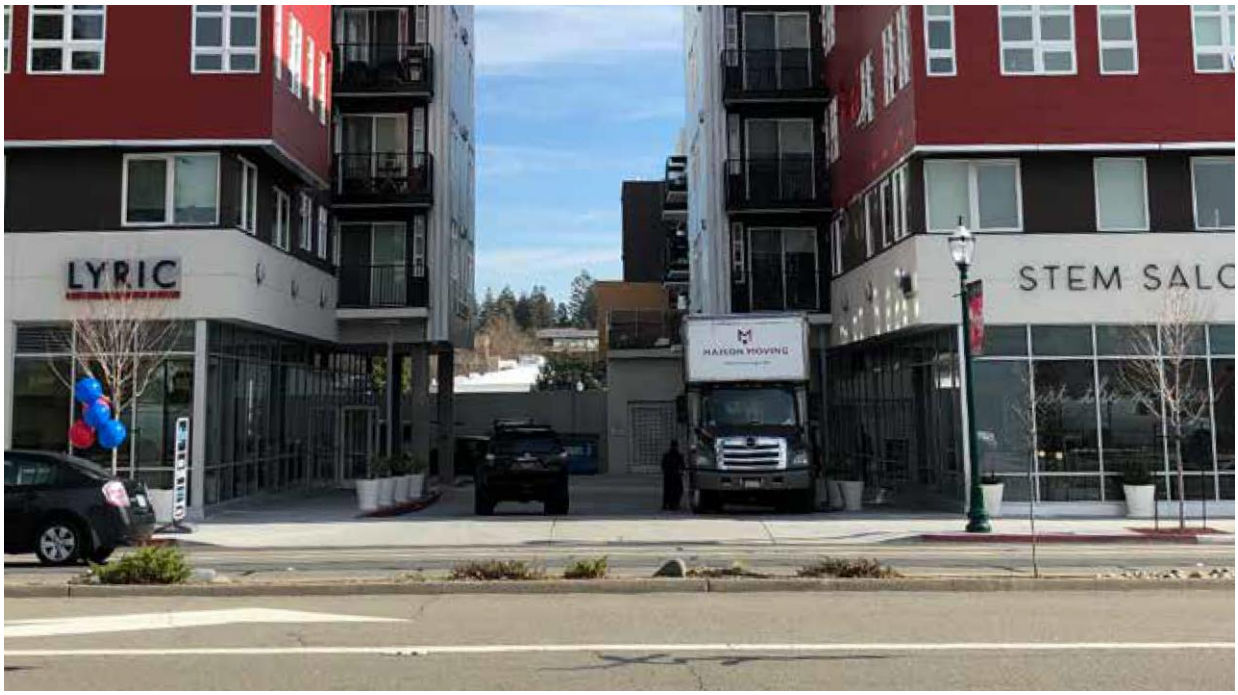
Monument signs are not appropriate for the transit-oriented character of the Plan Area.

2.5 Parking and Loading Areas

- **Guideline 2.5.1.** The creation of shared parking facilities serving multiple parcels or uses is highly encouraged.
- **Rule 2.5.2**. The visibility of parking structures from public streets shall be minimized.
- **Rule 2.5.3.** The number and width of curb cuts shall be minimized to the extent feasible to reduce pedestrian conflicts. Access to parking areas shall be located on side streets or driveways to the extent feasible.
- **Rule 2.5.4.** Parking podiums shall be designed to take advantage of a building's structural grid. Project plans submitted for review shall demonstrate consideration of the structural grid, with column widths drawn to dimension.

A minimally sized podium parking entrance located on a side driveway. The design of the parking podium is well integrated in the building with residential uses wrapped around it so that it cannot be seen.

- **Rule 2.5.5.** The top of parking podiums shall include usable open space if the podium roof is lower than surrounding residential buildings (Figure 4-9).
- **Rule 2.5.6.** Any parking structure façade facing an interior courtyard or pathway must be sufficiently screened so cars and garage lights are not directly visible.
- **Rule 2.5.7.** A parking structure wrapped with habitable spaces must be mechanically ventilated.
- **Rule 2.5.8.** The minimum distance between windows of dwelling units directly facing a freestanding parking structure or an exposed parking structure façade is 40 feet. Screening of the parking structure façade is required when the structure is visible from dwelling units.
- **Guideline 2.5.9.** Parking structure roofs visible from dwelling units should include canopy structures, green roofs, usable spaces, or high-quality roof materials. The top floor of the parking structure should not be used for parking unless covered with a roof.
- **Rule 2.5.10**. Parking structure ramps shall include pedestrian pathways, or clearly provide a separate pedestrian pathway guided by adequate signage.
- **Rule 2.5.11.** Integrate vehicular parking garage entrances and building design in a way that minimizes the visual impact on neighboring properties.



An off-street loading area for moving vans and deliveries is provided in this shared service area. The area is located near freight elevators to each building. The parking structure is completely hidden behind the lobby and storefronts.

The entrance for this mixed-use building is located on a side street to minimize curb cuts on the front street with more pedestrian activity.

This parking entrance is set back on a short driveway that is integrated in the building design.

Services, such as maintenance, trash, moving, and deliveries must all be accommodated on-site.

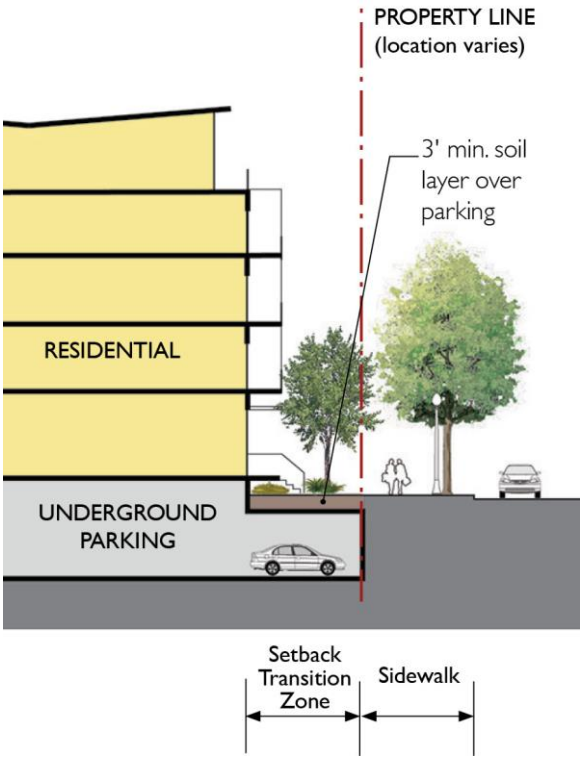
- **Rule 2.5.12.** An off-street loading area for moving vans and deliveries shall be provided. Loading areas shall be conveniently located near a building entrance and a ground-floor elevator.
- **Guideline 2.5.13.** Property owners are encouraged to unbundle the cost of parking from the cost of housing, consistent with applicable City parking standards.
- **Guideline 2.5.14.** Underground parking is encouraged and may be located under required setback areas. Soil substrate should be at least three feet to allow for landscaping (Figures 4-8 and 4-15).

The top of the podium should include usable open space.

DON'T leave parking structures exposed.

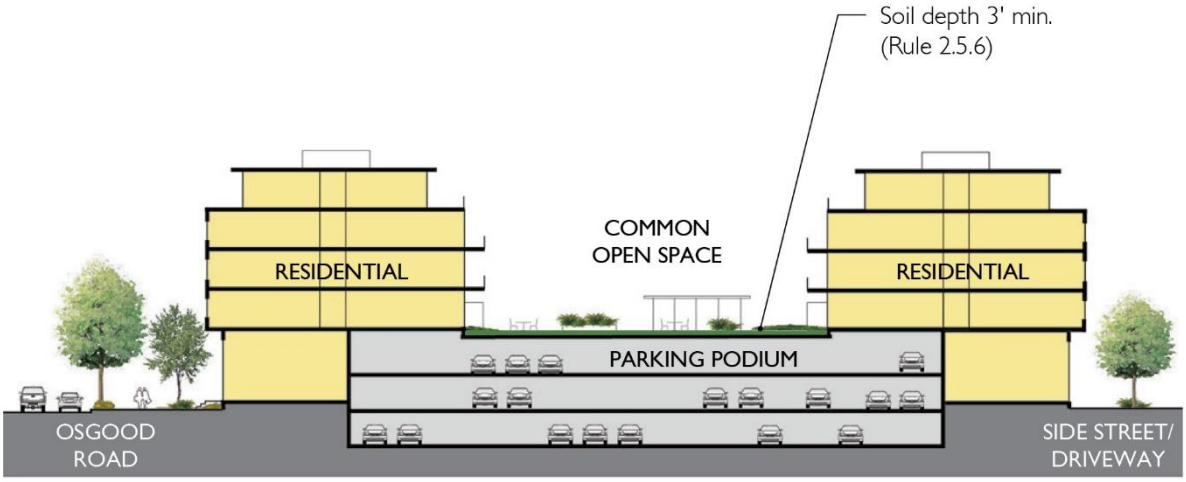
Screen them. Open parking structure façades fronting on a common area like the one shown above are not allowed. Such façades must include screening elements.

Figure 4-8 Underground Parking Extension to Property Line



The soil substrate should be at least three feet to allow for landscaping over underground parking. In order for trees and vegetation to meet their full mature size, there needs to be adequate soil depth.

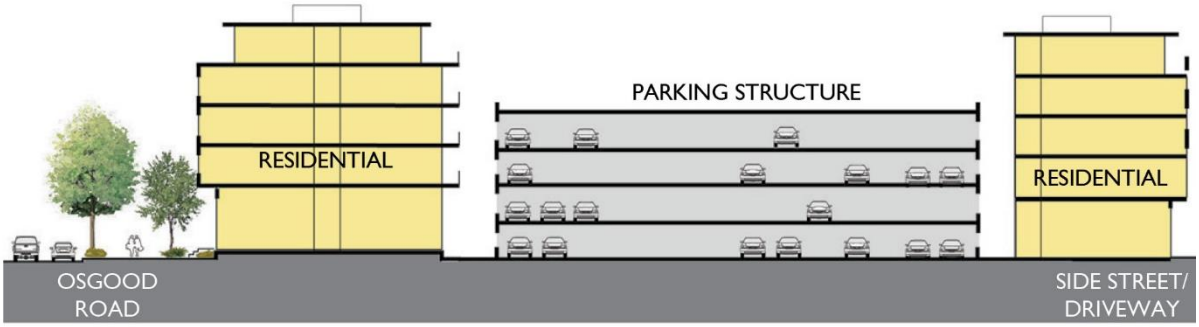
Figure 4-9: Preferred Configuration of Urban Residential Building with Parking Podium



The podium parking is wrapped with housing so that it can't be seen. At the main street frontage, housing units are raised from the ground floor. The top of the podium can be used a common open space.

DON'T create shafts. Minimize the visible view of parking structures on site.

Figure 4-10: Avoid Freestanding Podium Parking Configurations



The configuration of podium parking that is detached from residential buildings is not allowed in the Plan Area because it creates unpleasant spaces between the parking structure and dwelling units.

2.6 Internal Paths

- **Guideline 2.6.1**. The design of Urban Residential buildings should provide clear and convenient access to residents and visitors between the public realm, common space amenities, and private dwelling units. Signage and wayfinding should be provided for convenience.
- **Guideline 2.6.2.** Internal paths should be designed with consistent architectural clues, such as lighting, finishes, and landscaping. Landscaping, art, and integrated seating areas should be utilized to make internal paths more inviting.
- **Rule 2.6.3.** Internal paths shall have a minimum width of ten feet.
- **Guideline 2.6.4.** The transition path between a parking garage and individual dwelling units should be minimized in length to the extent feasible.
- **Guideline 2.6.5.** On-site vehicular access can be designed as a shared driveway or path.
- **Guideline 2.6.6.** Internal paths can also serve as public pedestrian connections such as paseos for better connectivity on large sites.

Example of generous on-site paseo.

Example of internal shared street that provides access to a parking structure but also serves as a pedestrian connection.

Example of narrow internal pedestrian path to residential units.

Example of internal public pedestrian path.

2.7 Residential Amenities and Common Open Space

- **Rule 2.7.1.** A variety of residential amenities shall be incorporated into the program of Urban Residential buildings. These may include lobbies, fitness rooms, community rooms, laundry rooms, meeting rooms, public restrooms, bicycle storage, lounges, gardens, children's play areas, pet zones, and swimming pools.
- **Guideline 2.7.2.** Podium tops and roof tops should be enlivened with decks and private outdoor amenity areas. Amenities may include community dining areas, public restrooms, outdoor lounges, gardens, children's play areas, pet zones, and swimming pools.
- **Rule 2.7.3.** Podium top and roof top open space areas shall provide soil substrate or planter boxes that are capable of supporting landscaping, including trees.
- **Guideline 2.7.4.** Kitchens, living rooms, family rooms, balconies, decks, porches, patios and lobbies should be oriented to face common open space areas to provide informal surveillance and make these areas feel more secure.
- **Rule 2.7.5**. Active residential amenities, such as community and meeting rooms, gyms, lobbies, indoor play areas, and dining uses, shall be placed at the ground floor of buildings facing public streets.
- **Rule 2.7.6.** Reflection pools that are not swimmable do not count toward common open space requirements.
- **Rule 2.7.7.** Mechanical equipment shall not be placed within common open spaces areas.
- **Guideline 2.7.8**. Avoid placement of private spaces, such as bedrooms, too closely together or directly adjacent to common open space areas and internal paths. If close placement cannot be avoided, provide adequate separation through screens, vegetation, or walls.
- **Guideline 2.7.9.** Natural features, such as creeks, should be integrated into developments as an amenity.

Swimming pools are a popular amenity for residents.

Common courtyard with BBQ, outdoor dining, and playground (in background).

3. MIXED-USE

The design rules and guidelines in this section address both horizontal and vertical mixed-use development within the Plan Area. When upper stories are utilized for residential purposes, design rules and guidelines from the Urban Residential section also apply. This section was written primarily with mixed-use developments in mind, but the standards apply to standalone commercial development within the Plan Area as well.

3.1 Site Layout

- **Guideline 3.1.1.** Parcel consolidation of smaller lots is highly recommended in order to support efficient TOD.
- **Guideline 3.1.2.** Larger blocks should be divided into a functional street grid of smaller, walkable blocks through the use of private streets, shared streets, driveways, and pedestrian pathways. The ideal walkable block length is between 200-400 feet long.
- **Guideline 3.1.3.** Natural features, such as creeks, should be integrated into developments as an amenity.
- **Rule 3.1.4**. Stormwater management elements shall be consistent with City requirements and Green Infrastructure Plan goals. More information about the Green Infrastructure Plan is located in Appendix A.

The existing creek located between Fremont Boulevard and Roberts Avenue could become an amenity integrated in new development.

3.2 Street Frontage

- **Rule 3.2.1.** At least 80 percent of a building's street-facing façade shall be built within the build-to-layer along Washington and Fremont Boulevards, and Main Street. On all other streets, at least 50 percent of a building's street frontage shall be built to the build-to-layer.
- **Rule 3.2.2.** An additional 30 percent of a building's street-facing façade may be set back from the build-to-layer as a means to create plazas, pathways, and open spaces or to access parking facilities behind the building.
- **Rule 3.2.3.** At least 50 percent of a building's street-facing façade shall be built within the build-to-layer along Roberts Avenue from Fremont Boulevard south unless the ground floor is a residential use. Residential uses can be set back more than five feet to accommodate a setback transition zone. Refer to Urban Residential Guidelines for residential-only buildings.
- **Rule 3.2.4.** The build-to-line for mixed-use and commercial buildings is located at the inside edge of the sidewalk. On the ground floor, building recesses are allowed to extend more than five feet to accommodate generous entrance zones or amenity spaces (Figures 4-4, 4-11, and 4-12).

Figure 4-11: Mixed-Use Residential Building Frontage along Washington

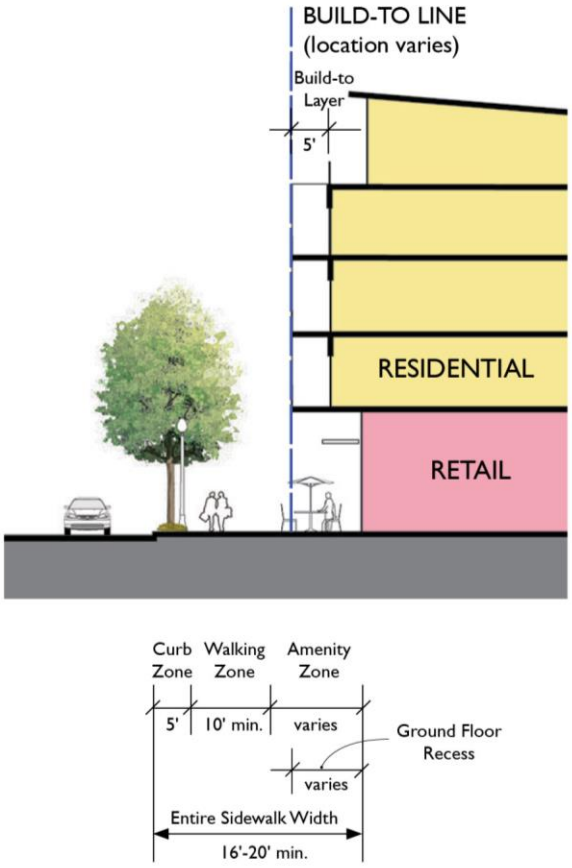
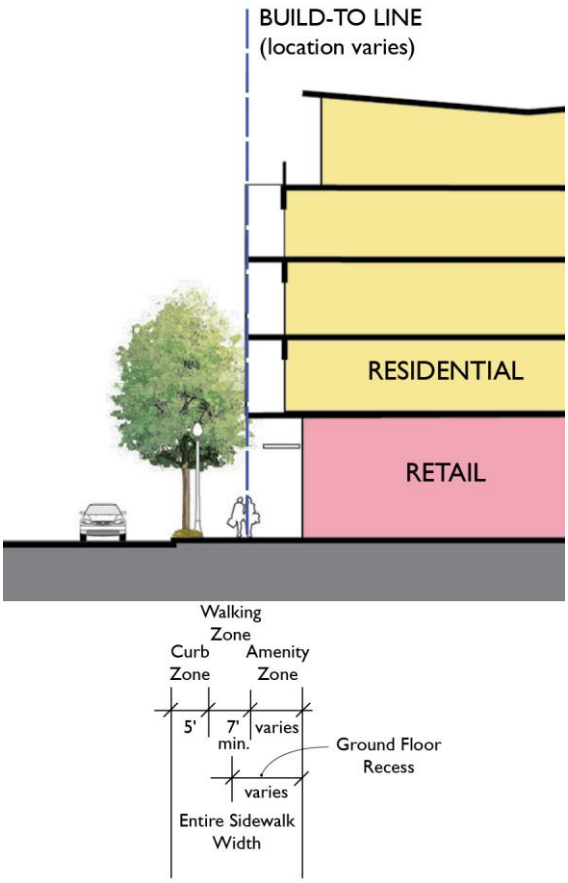


Figure 4-12: Mixed-Use Residential Building Frontage along Main Street



3.3 Building Massing and Articulation

- **Rule 3.3.1.** When upper floors of a mixed-use building are utilized for a residential purpose, the design rules and guidelines pertaining to building massing and articulation in Urban Residential developments shall apply.
- **Guideline 3.3.2.** The street wall at the ground floor should provide variety along each block. Variety can be achieved through building elements such as recesses, awnings, change of materials, transparent glass and careful detailing, as well as differently sized and designed transition zones between the building and the sidewalk.
- **Rule 3.3.3.** The appearance of the ground floor of buildings shall be differentiated from upper levels. The difference may be articulated using recessed or protruding entry forms, window elements, awnings, or different materials to contrast with upper floors.
- **Rule 3.3.4.** Clear glazing is required for a minimum of 75 percent of street-facing façades on Washington Boulevard and Fremont Boulevard. Clear gazing is required on a minimum of 50 percent of street-facing façades on all other streets.
- **Rule 3.3.5.** For new development on the block of Washington-Union-Main-Roberts, building massing shall extend to the corner of Washington Boulevard and Union Street to better define the Five Corners intersection.
- **Guideline 3.3.6.** New development should locate the tallest massing along Washington Boulevard and Fremont Boulevard, and scale down to lower massing on other streets, such as Main Street and Roberts Avenue.
- **Rule 3.3.7.** The first three levels of buildings fronting on Washington Boulevard and Fremont Boulevard shall meet the street wall. From the fourth floor upwards, the building form shall step back a minimum of six feet.
- **Rule 3.3.8.** The minimum building height along Main Street shall be 25 feet and 35 feet along Washington Boulevard.
- **Guideline 3.3.9.** Entrances should be expressed with clear and distinct architectural massing for the pedestrian scale. Entrances should be demarcated with accent elements such as moldings, lighting, overhangs, or awnings. Building entries may be recessed into entry bays to create transitional spaces between the street and buildings.
- **Rule 3.3.10.** Entrances for retail and other uses shall be separated (Figure 4-14).
- **Guideline 3.3.11.** Office mixed-use should include a distinguishable ground floor for retail uses. Refer to guidelines about ground floor treatment in this section.

Example of varied ground floor treatment and more unified design of upper floors.

Example of ground floor retail with high percentage of glazing and distinct corner treatment.

- **Guideline 3.3.12.** The upper floors of office buildings should include three-dimensional façade elements such as window recesses, exterior shading, and layered façade panels or systems.
- **Rule 3.3.13.** Stand-alone commercial buildings shall front on the street to form an edge. Surface parking lots shall not be located in front of retail along a street.
- **Rule 3.3.14.** Stand-alone commercial buildings shall include façade articulation such as arcades, recesses, awnings, and different materials. At least one entrance from the sidewalk is required.
- **Guideline 3.3.15** A stand-alone grocery store should include additional retail spaces lining the street on building sides that would otherwise not have any window openings to activate the street level.
- **Rule 3.3.16.** The Leal Theater building, located on the block of Washington-Union-Main-Roberts, is an important building in the Town Center because it serves as a connection to the history of the area and because it is a prime example of a mixed-use, pedestrian-friendly frontage with storefronts at the base. It is important that new development honors the character of Irvington, which is exemplified by the Leal Theater building, while allowing for new, but compatible designs that can continually refresh the neighborhood character.
  - The existing Leal Theater building shall be retained. Other historic resources and potential historic resources in the Plan Area shall also be retained to the extent feasible.
  - For buildings built directly adjacent to the Leal Theater building, similar building proportions shall be utilized. Abrupt transitions in building height shall be avoided between a historic resource or potential historic resource and new development.
  - Design features of the Leal Theater building, such as cornice detailing, use of high-quality materials, inset windows, closely spaced individual storefronts, canted storefront entries, gooseneck lighting, and a clearly distinguished base level should be incorporated into design of new buildings in the Plan Area.

Articulated grocery entrance with double-height arcade, large windows, metal panels. and different materials.

The Leal Theatre Building on Washington Boulevard.

- New buildings shall not replicate the exact architectural style of the Leal Theater building or other historic resources or potential historic resources in the Plan Area.
- New buildings adjacent to the Leal Theater building are not required to align with the existing building frontage. They may step back in order to accommodate a wider sidewalk.
- **Rule 3.3.17.** Development proposals involving or adjacent to a historic resource or a potential historic resource shall be evaluated for consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties, in accordance with the City's Historic Resources Ordinance.

The historic Clark Hall Building with adjacent buildings is a good example of a mixed-use building with ground-floor retail that works well for pedestrians.

3.4 Ground Floor Commercial Spaces

- **Guideline 3.4.1.** The concentration of retail is a priority on Washington Boulevard between Five Corners and the Irvington BART Station, and a secondary priority on all other streets, including Fremont Boulevard.
- **Guideline 3.4.2.** Mixed-use projects should be retail driven in design approach. Early consultation with retailers and leasing agents is recommended to ensure that commercial spaces are functional and will successfully attract tenants.
- **Rule 3.4.3.** Commercial buildings shall be designed and oriented to support an active streetscape. Active building uses shall be located at the ground floor. Ground-floor activity shall be visible to people walking and driving by.
- **Guideline 3.4.4.** The ground floor of buildings should prioritize commercial space. Offices, conference rooms, meeting rooms, residential lobbies, cafeterias and other uses should be placed on upper levels when ground floor space is limited.
- **Rule 3.4.5.** Building storefronts shall not be separated by more than 50 feet along street frontages.
- **Rule 3.4.6.** Retail frontages shall have 50-75 percent of clear glazing.
- **Rule 3.4.7.** Main building entrances shall incorporate clear glazing to be transparent and provide lighting that allows for informal surveillance at night.
- **Rule 3.4.8.** The ground floor height shall be a minimum of 16 feet floor-to-floor, measured from the street level.
- **Rule 3.4.9.** Commercial office or retail floor heights on upper floors shall be a minimum of 14 feet floor-to-floor.
- **Guideline 3.4.10.** Retail spaces should be designed to allow the flexibility to remove or relocate interior walls to combine or expand tenant spaces.
- **Guideline 3.4.11.** The design of commercial spaces should consider the need for service access, loading areas, and deliveries.
- **Guideline 3.4.12.** Mechanical equipment for restaurant spaces should be designed and located to minimize noise and odor impacts to residents in mixed-use buildings.
- **Guideline 3.4.13.** Locate loading areas away from streets and entrances but with easy access to commercial spaces whenever feasible.

Example of ground floor commercial space in a smaller residential mixed-use building that is easily visible and connects to the street with an open space used for seating.

Example of ground-floor retail with transparent glazing and distinct architectural detailing including integrated signage.

3.5 Signage

- **Rule 3.5.1.** Street address identification and building signage shall be designed to complement the architecture of the building and be clearly legible from the street and sidewalk entry approach.
- **Rule 3.5.2.** Monument signage is prohibited, as it is not appropriate for the pedestrian scale.
- **Rule 3.5.3.** Signs shall not extend above the roof line of a building.
- **Guideline 3.5.4.** Projecting signs should be located near the front entry of a commercial storefront. A separation should be provided between the building face and the sign in order to provide a clear separation between the building edge and signage. Signs can also be feature integrated in the architectural design.

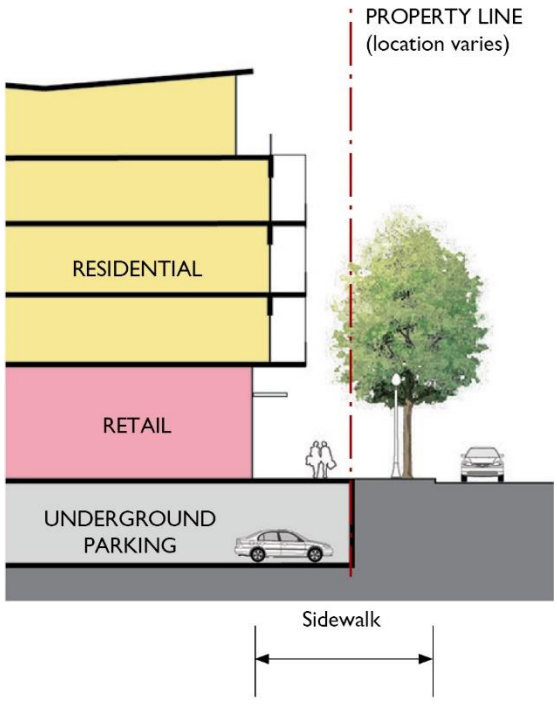
Example of well-designed and pedestrian-scaled store sign that is separated from the building edge.

3.6 Parking and Loading

- **Guideline 3.6.1.** The creation of centralized, shared parking facilities serving multiple parcels or businesses is highly encouraged wherever feasible.
- **Guideline 3.6.2.** Parking facilities should be located to the rear of a building, below grade, or at the center of a block. Shared-parking agreements are encouraged to meet parking needs with more efficiency and flexibility
- **Rule 3.6.3.** Parking structure entrances shall not be located on Washington Boulevard between Union Street and Roberts Avenue.
- **Rule 3.6.4.** A parking structure shall be set back a minimum of 20 feet from the inside edge of the sidewalk, unless the structure includes ground-floor uses.
- **Rule 3.6.5.** The visibility of parking structures from public streets shall be minimized.
- **Rule 3.6.6**. The number and width of curb cuts shall be minimized to the extent feasible to reduce pedestrian conflicts. Access to parking areas shall be located on side streets or driveways to the extent feasible.
- **Rule 3.6.7**. Parking podiums shall be designed to take advantage of a building's structural grid. Project plans submitted for review shall demonstrate consideration of the structural grid, with column widths drawn to dimension.
- **Rule 3.6.8.** The top of parking podiums shall include usable open space if the podium roof is lower than the buildings surrounding them and if the buildings include residential units.
- **Rule 3.6.9.** Any parking structure façade facing a usable interior courtyard or pedestrian pathway shall be sufficiently screened so that cars and garage lights are not directly visible.

- **Rule 3.6.10.** Parking structures wrapped with habitable spaces shall be mechanically ventilated.
- **Rule 3.6.11.** The minimum distance between windows of dwelling units directly facing a freestanding parking structure or an exposed parking structure façade is 40 feet. Screening of the parking structure façade is required when the structure is visible from dwelling units.
- **Guideline 3.6.12.** Parking structure roofs visible from dwelling units should include canopy structures, green roofs, usable spaces, or high-quality roof materials. The top floor of the parking structure should not be used for parking unless covered with a roof.
- **Guideline 3.6.13.** Underground parking is encouraged and may be located under required setback areas (Figure 4-13).

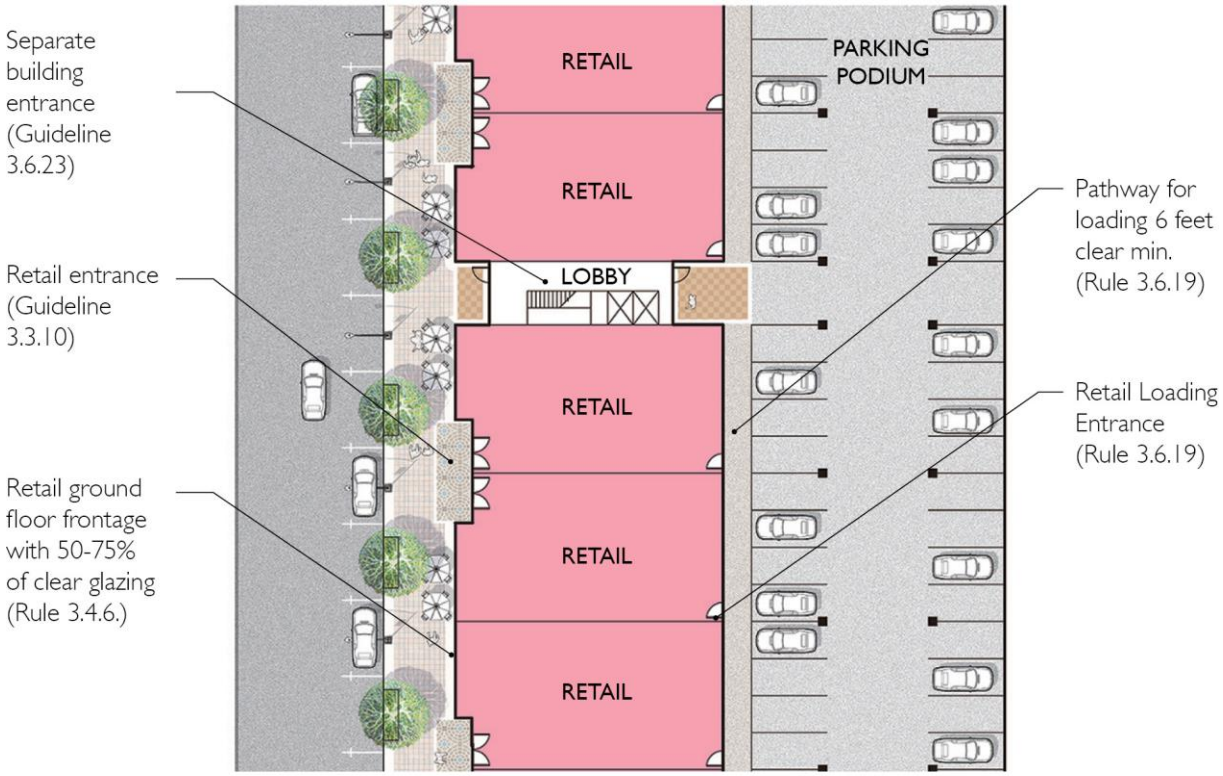
Figure 4-13: Underground Parking Extension to Property Line



Guideline 3.6.14. Basement levels for parking may extend to the property line as long as they are completely underground and there is a minimum of three feet of planting depth between the parking and the sidewalk level if landscaping is used.

- **Guideline 3.6.15.** Integrate vehicular parking garage entrances and building design in a way that minimizes the visual impact on neighboring properties.
- **Guideline 3.6.16.** Surface parking lots should be avoided, except as an interim use.
- **Rule 3.6.17.** Parking structure ramps shall include pedestrian pathways.
- **Rule 3.6.18.** An off-street loading area for moving vans and deliveries for residential uses shall be provided. Loading areas shall be conveniently located near a building entrance and a ground-floor elevator.
- **Guideline 3.6.19.** In parking podiums that abut ground-floor commercial spaces, a clear pathway a minimum of six feet wide shall be provided between parking spaces and rear entrances for loading and deliveries (Figure 4-14).
- **Rule 3.6.20.** Parking for different uses shall be separated unless it is shared. Parking for retail is recommended for the ground-floor level. Parking for residential uses is recommended for underground or upper levels.
- **Rule 3.6.21.** Direct access from parking facilities to upper levels of residential is required through vertical circulation.
- **Rule 3.6.22.** A pedestrian pathway shall be provided to connect people from parking areas to commercial spaces.
- **Rule 3.6.23**. A separate building entrance for pedestrian circulation from vehicular circulation and ground-floor commercial uses is required from all public sidewalks into parking garages (Figure 4-14).

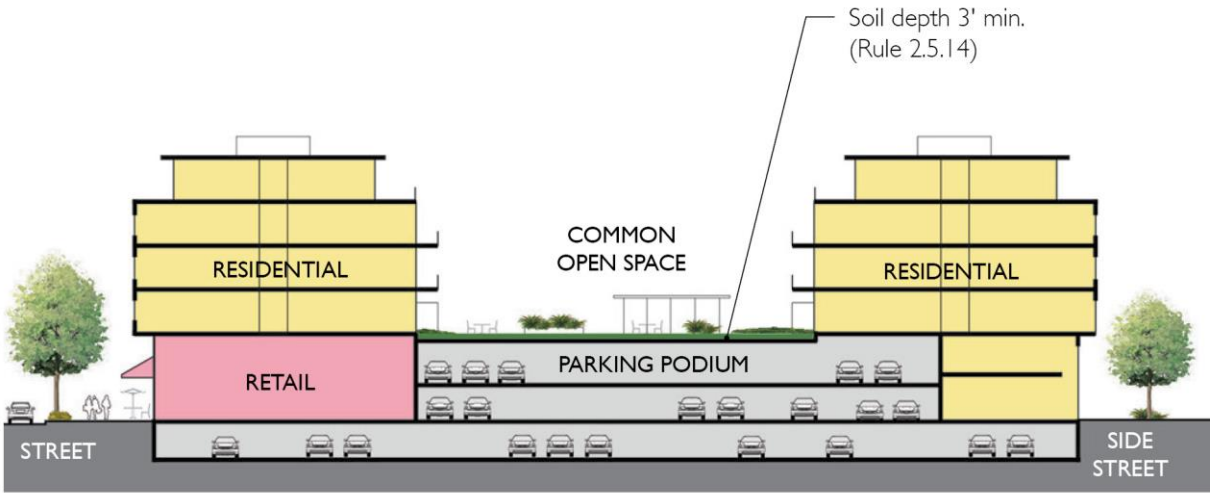
Figure 4-14: Typical Ground Floor Retail with Parking Podium



- **Rule 3.6.24.** Multi-level parking structures shall have façade screening or be wrapped with habitable space. Parking garages may be wrapped with residential or other uses. Façade screenings shall reduce light emittance and shall consist of high-quality building materials such as metal or wood. The use of vertical plant trellises is also recommended.
- **Rule 3.6.25.** Concrete panels on parking structures are prohibited.
- **Guideline 3.6.26.** Property owners are encouraged to unbundle the cost of parking from the cost of housing, consistent with applicable City parking standards.

Retail servicing from the street is often disruptive. The ground floor in mixed-use buildings is a highly sought after place, and often retail servicing is overlooked or challenging to accommodate. Scheduling deliveries, underground access, or access via alleyways can make loading more compatible.

Figure 4-15: Vertical Mixed-Use Building with Parking Podium and Ground Floor Retail



The podium parking is wrapped with retail along the street frontage. Any side of the parking podium that is visible or is fronting on path should be wrapped with uses or should be carefully designed to avoid blank walls. Vehicular access should be located on a side street or driveway. Parking podiums should include usable rooftop space. The rooftop soil layer needs to have sufficient depth to allow for landscaping.

This screened façade helps to hide the openings of the parking structure with an articulated design and vegetation.

Common open spaces, like this landscaped courtyard, can utilize the top of parking podiums.

4.4 DEMONSTRATION BLOCKS

Development scenarios were tested on three important blocks near the Irvington BART Station on Washington Boulevard and Osgood Road, as shown in Figure 4-16. These critical blocks were illustrated in more detail to visualize potential development that is consistent with current zoning requirements and exemplifies successful application of the design rules and guidelines detailed in this chapter.

The scenarios for development shown are one out of many possible scenarios that follow the design rules and guidelines for development. What is shown for the demonstration blocks are not proposals of future development. The scenarios are only illustrative and are provided to help visualize future redevelopment of these three sites, and provide guidance for future development.

BLOCK 1: URBAN RESIDENTIAL ON OSGOOD ROAD

Osgood Road, shown in Figures 4-18 and 4-19, is a major arterial street that will include an entrance to the Irvington BART Station. The existing land uses on Osgood Road are a mix of low-density residential and industrial. The area is currently zoned for Urban Residential with a TOD Overlay, which is a much higher density than what exists today. Multi-story buildings will provide housing for people who prefer being close to BART.

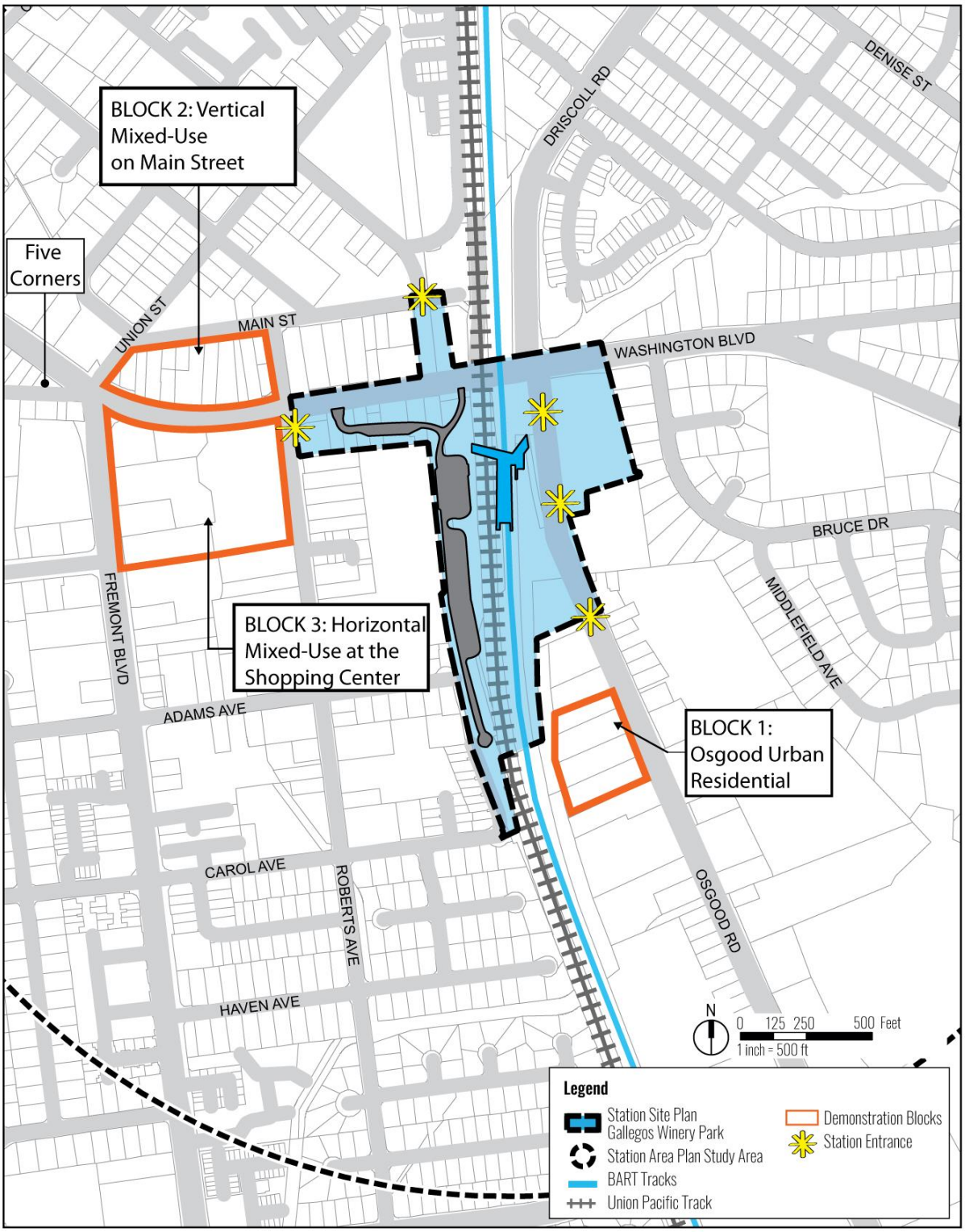
BLOCK 2: VERTICAL MIXED-USE ON MAIN STREET

Block 2 is an odd-shaped block, sandwiched between Washington Boulevard and Main Street, from Union Street to Roberts Avenue. One corner of the block (at Union Street and Washington Boulevard) defines the Five Corners. It has a highly visible frontage on Washington Boulevard and quieter pedestrian-oriented frontage to the Irvington BART Station on Main Street. New storefronts in a vertical mixed-use format with residential on the upper levels would help make the area a more compact and neighborhood-serving place.

BLOCK 3: HORIZONTAL MIXED-USE AT THE SHOPPING CENTER

The existing shopping center at the southeast corner of Washington Boulevard and Fremont Boulevard is auto-oriented, low-density, and aging. A station entrance is planned less than a block away just past the intersection of Washington Boulevard and Roberts Avenue. Over time, the site may transition to become transit-oriented. The site is large enough to accommodate horizontal mixed-use.

Figure 4-16: Station Area Plan Demonstration Blocks

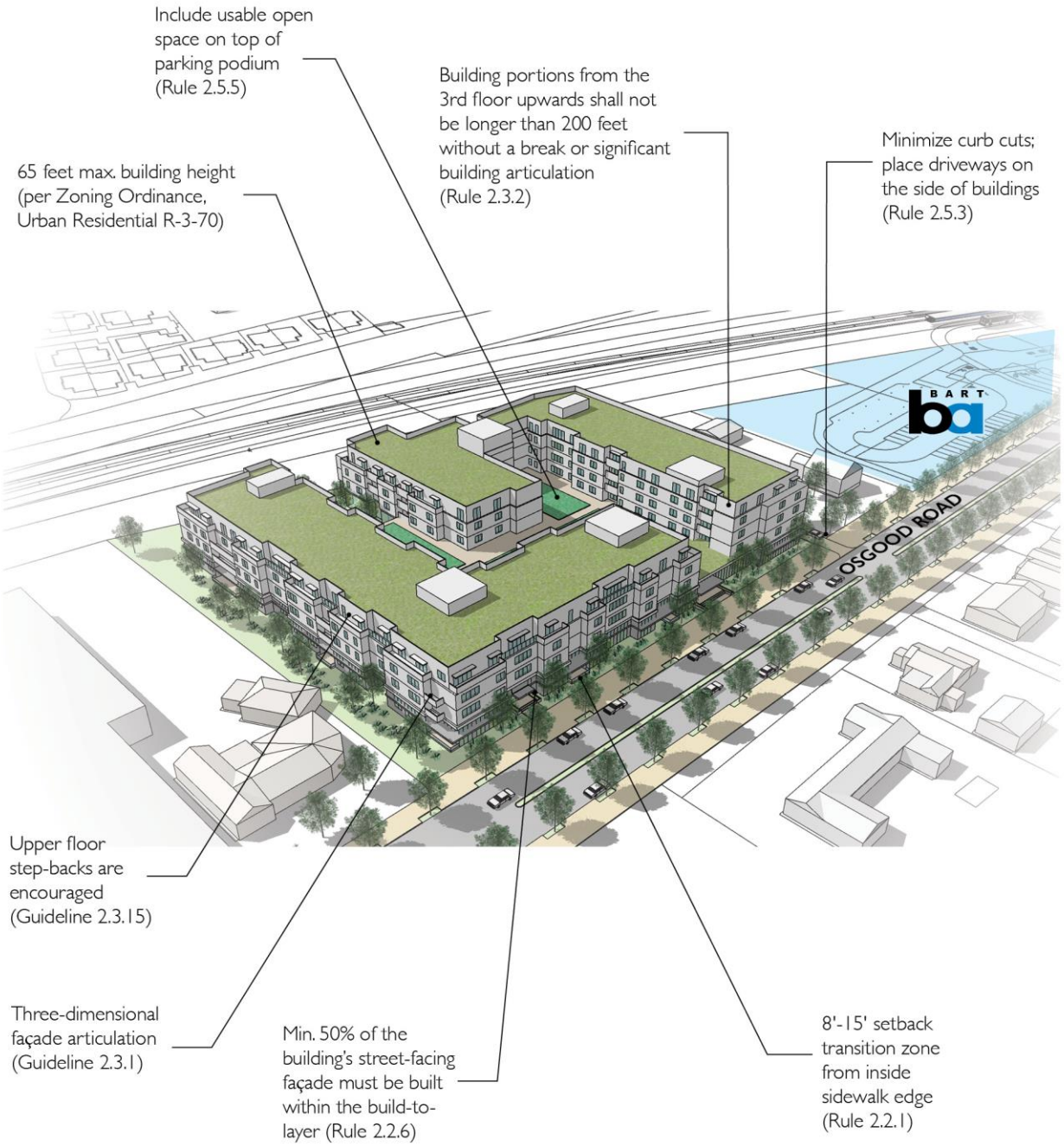


BLOCK 1: URBAN RESIDENTIAL ON OSGOOD ROAD

This scenario shows four parcels consolidated to build a large Urban Residential project. The project in this scenario is supported by a two-story podium parking structure and meets the maximum density of housing units allowed under current zoning. Consolidating parcels yields a more efficient use of land and allows for parking to be accommodated in a podium. The zoning for Urban Residential with a TOD Overlay permits buildings three to six stories tall with a density range of 50 to 70 units per net acre. See relevant rules and guidelines for this scenario in Figures 4-17. A summary of applicable zoning regulations is provided in Appendix A.

View looking northwest with Osgood Road in the foreground.
The dashed line shows the location of the Urban Residential demonstration block.

Figure 4-17: Urban Residential Demonstration Scenario



The scenario shown does not represent currently proposed projects. The intent of this demonstration is to show how urban residential development could look given land use regulations and Rules and Guidelines that apply.

Figure 4-18: Typical Street Section of Osgood Road with Building Frontages

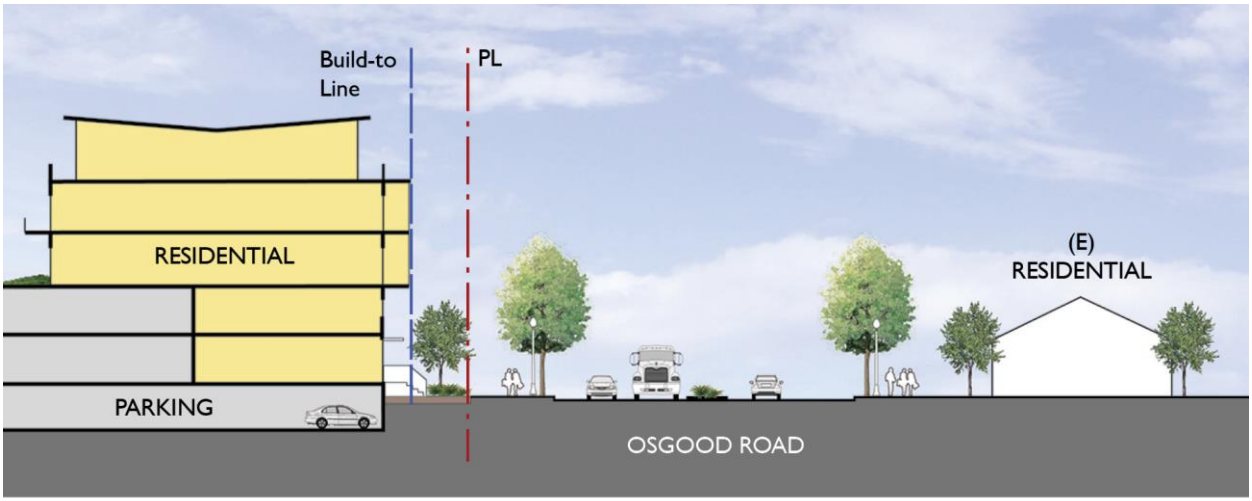
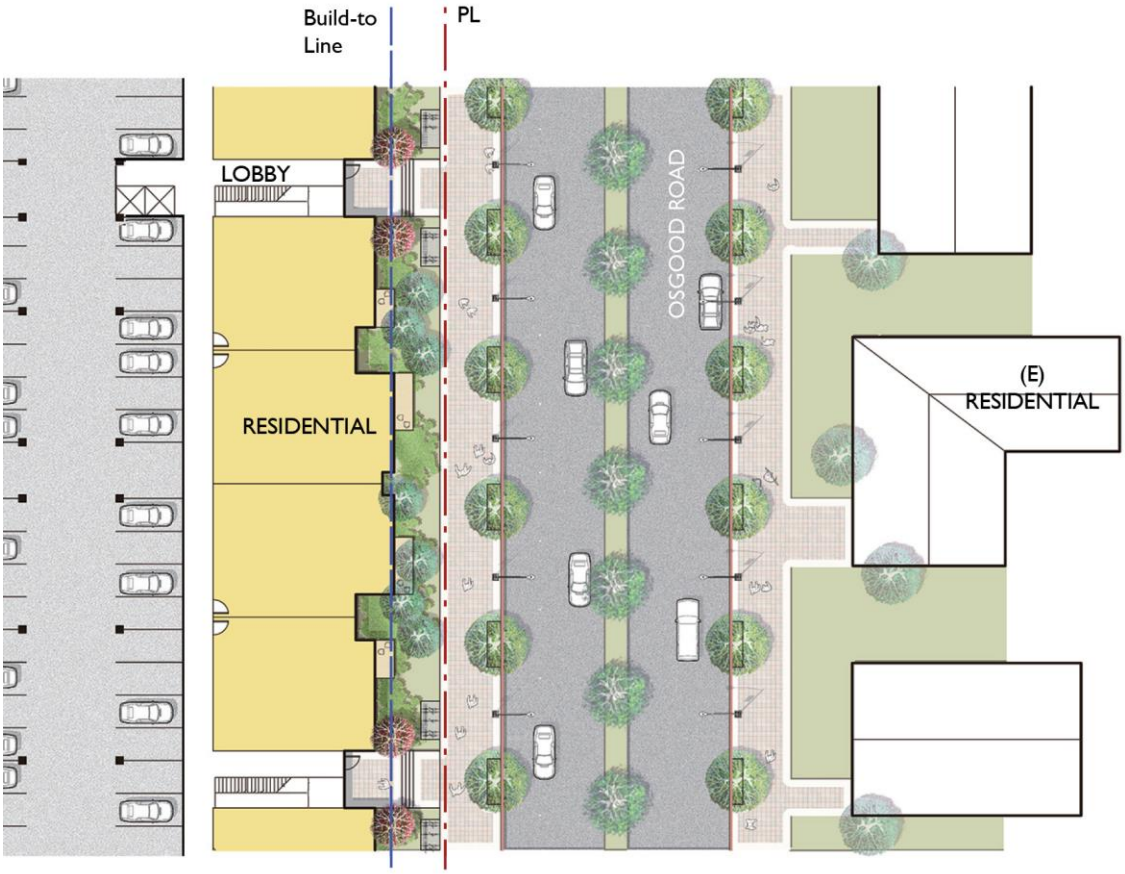


Figure 4-19: Typical Street Plan of Osgood Road



BLOCK 2 AND BLOCK 3: MIXED-USE

These scenarios, illustrated in Figure 4-20, show potential development for Town Center blocks north and south along the segment of Washington Boulevard between Union Street and Roberts Avenue. Figures 4-21 thru 4-24 illustrate typical street sections and street plans for these locations.

The zoning for Town Center blocks with a TOD Overlay permits a floor area ratio (FAR) of up to 2.5 and requires a minimum net density of 30 units per acre when residential units are provided. A summary of applicable zoning regulations is provided in Appendix A.

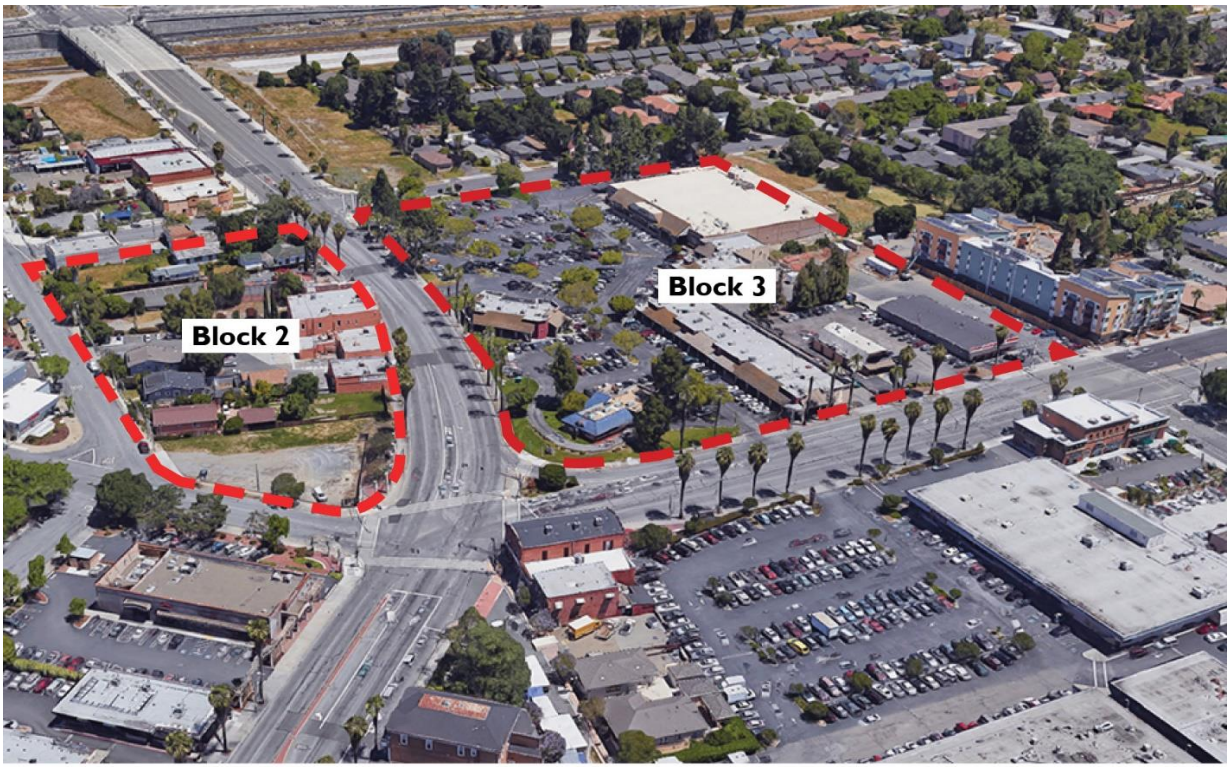
Vertical Mixed-Use on Main Street (Block 2)

This scenario for Block 2 shows a vertical mixed-use configuration of buildings that depends on the cooperation of property owners to consolidate parcels. Parcel consolidation is essential for the development of more efficient buildings. The scenario shows ground-floor retail, shared parking in the middle of the blocks, and housing on upper levels.

Horizontal Mixed-Use at the Shopping Center (Block 3)

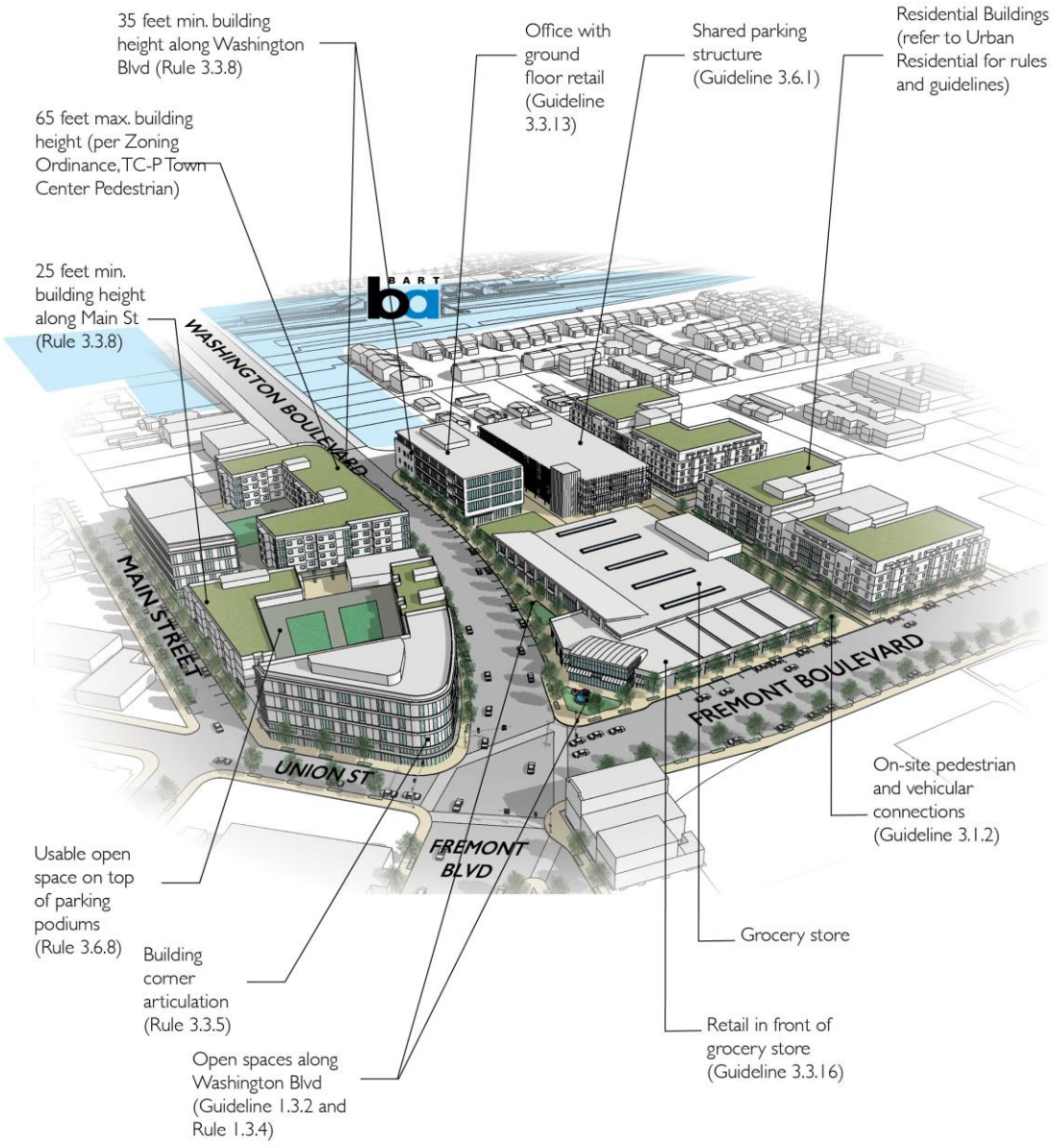
This scenario for Block 3 shows a horizontal mixed-use configuration on new private streets that divide the parcel into smaller more walkable blocks. Figures 4-23 and 4-24 show a typical street section and street plan on Washington Boulevard.

The programming for the site anticipates the grocery store operating continually through the construction phase and moving to the corner of Washington Boulevard and Fremont Boulevard to be more visible. Retail at the shopping center is replaced with a more compact, modernized, efficient format that meets the street edge and forms a "street wall." Housing, in a horizontal mixed-use format, is located at the edges of the site to blend in with the existing adjacent residential neighborhood. The potential for office with ground-floor retail is also shown to demonstrate the types of uses that might occur in a horizontal mixed-use program.



View looking southwest with Fremont Boulevard in the foreground. The dashed line shows the location of the Town Center demonstration blocks.

Figure 4-20: Town Center Mixed-Use Demonstration Scenario



The scenario shown does not represent currently proposed projects. The intent of this demonstration is to show how mixed-use development, in both vertical and horizontal configurations, could look given the land use regulations and Rules and Guidelines that apply.

Figure 4-21: Typical Street Section of Main Street

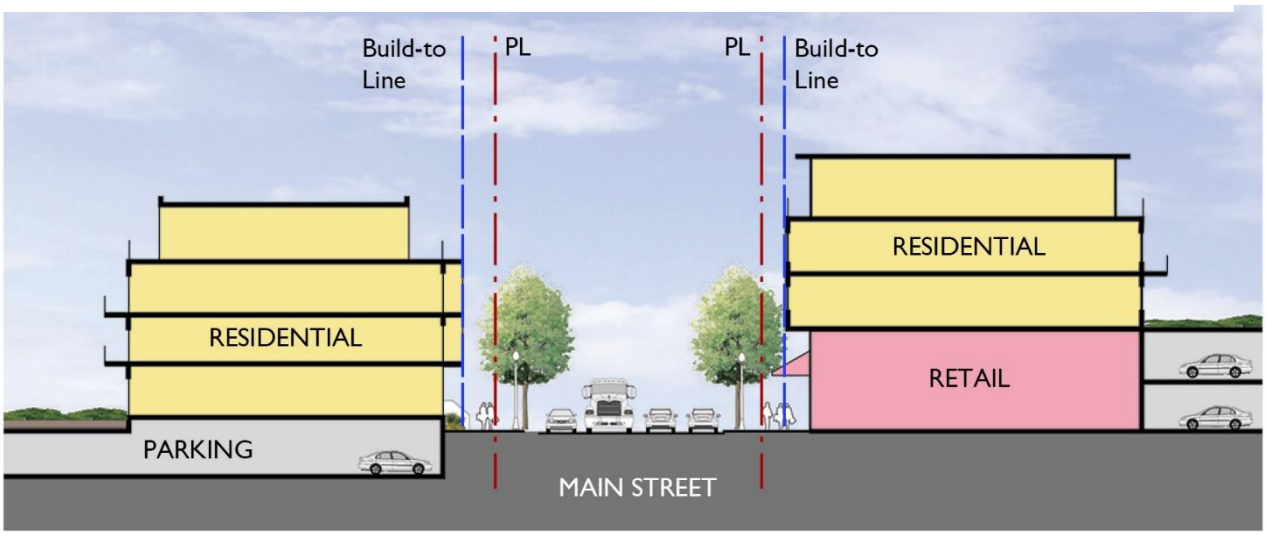


Figure 4-22: Typical Street Plan of Main Street

Figure 4-23: Typical Street Section of Washington Boulevard

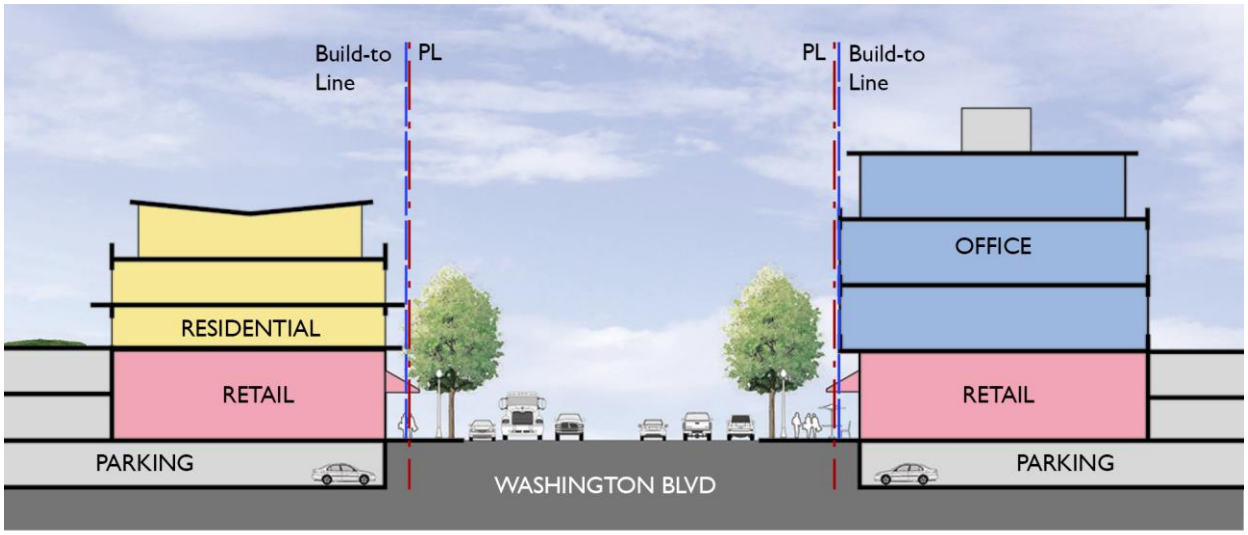
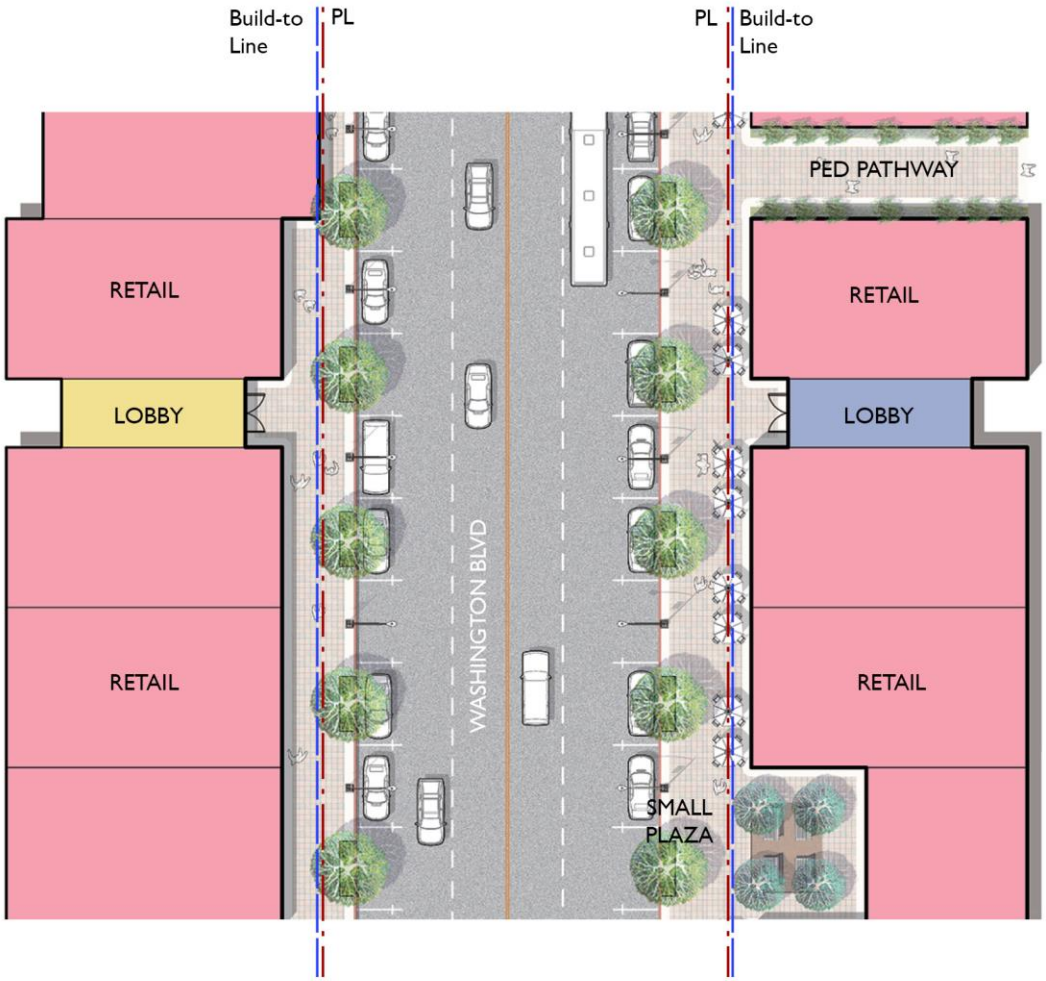


Figure 4-24: Typical Street Plan of Washington Boulevard



4.5 HISTORIC RESOURCES

The Plan Area, and particularly the Town Center Subarea, is rich in historic resources that contribute to the unique character of the Plan Area. The General Plan outlines the City's goals and policies for historic preservation, emphasizing protection, adaptive reuse, compatibility, and documentation of historic resources. These goals are further reinforced through the Irvington Community Plan, Policy 11-6.4: Historic Preservation in Irvington, which encourages "the preservation and adaptive reuse of Irvington's historic buildings. New development should respect the scale and context of historic structures."

The design rules and design guidelines in this chapter have been crafted to generally reinforce compatibility with historic resources in the Plan Area. New development in the Plan Area which affects existing and potential historic resources would also be subject to the development review process required for proposed modifications or alterations (including demolition) outlined in the City's Historic Resources Ordinance (FMC Chapter 18.275) and summarized in Appendix A. The development review process would evaluate the treatment of the historic resource for consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and consider potential impacts to historic resources in accordance with the California Environmental Quality Act (CEQA).

New buildings can be integrated next to older buildings. The integration can be accomplished through the use of connecting elements along the streetscape.

New buildings can contrast, as well as complement older buildings. The design of new buildings can play a supportive role to the historic character of adjacent buildings.

The sensitive integration of bigger buildings behind and around older buildings can be accomplished by updating, refreshing, and adapting older buildings.

GLOSSARY

ACTIVE BUILDING USES

Active building uses refer to the programming in buildings, especially in areas at the ground floor, adjacent to the street edge. The programmed uses can include commercial uses like retail shops, offices, and for residential buildings, gyms and community centers. It is important that activities are visible from the public realm.

BUILD-TO LAYER

Buildings define the space of the street with their front façades; they are typically built to the property lines of the streets or to a defined build-to-line that can be set back from the property line. A build-to layer is a five-foot wide zone measured from the build-to-line on the private property side that street-facing façades must be built to.

HORIZONTAL MIXED-USE

The horizonal layout of single-use buildings such as residential, office, or retail on a city block or large site. Some exceptions are also found with retail at the ground floor of residential, office, or parking garage buildings, but generally horizontal mixed-use means that land uses are organized side-by-side rather than stacked.

MONUMENT SIGNAGE

Monument signs are large signs placed along the street that are designed to be visible to drivers. Monument signs are not appropriate for TOD areas, where the environment prioritizes pedestrians and alternative modes of transportation.

PUBLIC REALM

The public realm is the space that is publicly accessible to all. It includes public streets, plazas, parks, trails, publicly accessible private streets and paths, and other public spaces and amenities and interior publicly accessible spaces such as in a public library or museums. The public realm is an interwoven network of spaces and amenities.

SETBACK TRANSITION ZONE

A setback is the distance from the inside edge of the sidewalk to a building façade wall. The area within the setback is called a setback transition zone. The design goal for features within the setback transition zone is to provide variety along a street frontage.

SIDEWALKS

Sidewalks are organized in different zones:

- The **curb zone** is an area of the sidewalk adjacent to the street, reserved for street trees, with or without tree grates, landscaping, bike racks, pedestrian-scaled lights, signs, and street furniture.
- The **walking zone** is an area of the sidewalk reserved for unobstructed pedestrian travel.
- The **amenity zone** is the remainder of the sidewalk width, and may include outdoor seating, dining areas, street furniture, landscape planters, or other public amenities to enhance the pedestrian environment.

STREETSCAPE

The streetscape includes all the physical elements that pedestrians experience when walking down the street. The streetscape includes what people see on building façades, privately owned yards, landscaping, fencing, pavement, street furniture, public street amenities, signage, utilities, curbs, street trees, lighting, planting strips, medians, bulb outs, and small plazas. It is the part of the public realm that is associated with streets and is defined by what pedestrians see when walking.

STREET WALL

Continuous or nearly continuous façades of buildings along the edge of a street right-of-way constitutes a street wall.

TRANSIT-ORIENTED DEVELOPMENT (TOD) OVERLAY

The TOD Overlay is an area within a ½-mile radius (10-minute walking distance) of the Irvington BART Station. It defines an area where the design of streets and buildings are intended to support the use of transit ridership.

VERTICAL MIXED-USE

Land uses that differ within a building. For example, retail on the ground floor with residential uses above.

WAYFINDING SIGNAGE

Signs that help direct people to places within the district. Signage can be accompanied by repeating elements to help establish an identity for the area.